

# Manufacturers Record

## Exponent of America



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Baltimore, Md.  
APRIL 22, 1920

### THE VIPER STRIKES

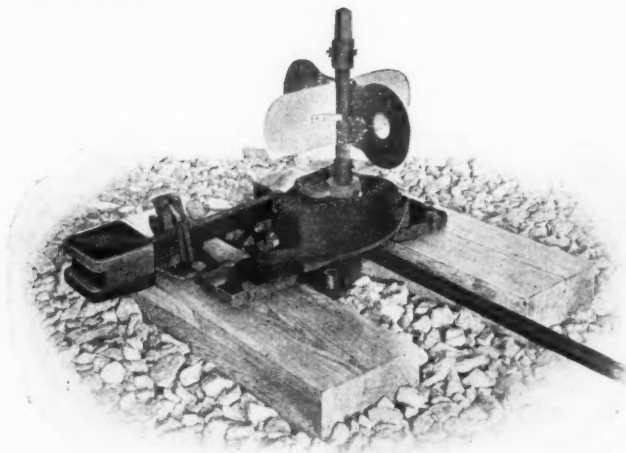
Bolshevism, rank, rotten, German-born Bolshevism-anarchy, has again raised its head in America and sought to strike its poisoned fangs into the breast of the nation that has warmed the viper which now seeks to destroy it. Men have laughed at us, newspapers have derided us for being alarmists when for two years we have warned the country against the spread of Bolshevism. America, they said, is too free, too intelligent to be harmed by Bolshevism. Great business leaders have laughed at the warning, but they are no longer laughing.

The same accursed hell-born German-nourished doctrines of "might makes right," and "take whatever you want whenever and wherever you have the power," has found a fruitful soil in many dwarfed and distorted minds in America, and now we are reaping the harvest in railroad and dock strikes, and in other efforts to starve the people into submission. The men guilty of these crimes are eager to starve the cities; they would gladly hear the cry of despair, gladly see death stalk through the land, gladly hear the wail of starving, dying babies, gladly see the American Government destroyed and chaos take its place, if through these things they can follow Germany's example and loot others for their own profit. But as surely as Germany is paying the penalty of its crimes, so will the men suffer who are now trying to starve the country into cowardly yielding to their revolutionary threats.

The question now before America is, Shall law and order and the Government be maintained, or shall anarchy and revolution face us? To that question the nation must now give answer, regardless of the present cost of meeting the issue. "Give us liberty and freedom from Bolshevistic rule or give us death!" must be America's answer, and liberty and freedom we shall then have. Let us meet the issue now, in whatever form it may appear.

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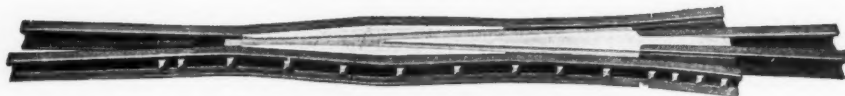
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# Manufacturers Record

Exponent of America

APRIL 22, 1920.

Volume LXXVII.

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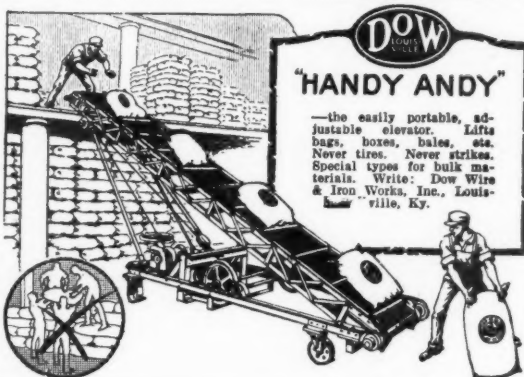
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# Manufacturers Record

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## PROGRESS IN FINANCIAL MORALITY.

IN announcing that Government purchases of war bonds for the Bond Purchase Fund will cease July 1, the Secretary of the Treasury declares that "continued purchases for the Bond Purchase Fund could only be financed by the issue of additional certificates of indebtedness, thus increasing the floating debt while decreasing the funded debt."

In last week's issue we pointed out the immorality of the Government in selling new and high interest-bearing securities in order to purchase at a low price and at great profit to itself its own previous instruments of credit. The country is to be congratulated that Secretary Houston has decided to stop this nefarious practice.

## TWENTY MILLIONS A DAY FOR GOVERNMENT

THE cost of Federal Government for the first nine months of the fiscal year was \$5,028,176,000, and the estimate for the full year is \$6,750,000,000. This does not include a soldiers' bonus, which would cost an additional billion.

We notice in some of the daily newspapers a statement that this means the Government is spending \$2,000,000 a day. What it does mean is that the Government is spending almost \$20,000,000 a day, or more than \$2,000,000 an hour, based on an eight-hour working day.

Should business men be interested in politics?

## SOME PROFITS, THESE.

NONQUIT COTTON SPINNING MILL directors, controlled by William Whitman interests, recommend 100 per cent stock dividend, increasing capitalization to \$4,800,000. Manemet Mill, controlled by same interests, proposes 66 2/3 per cent stock dividend, and also offers to shareholders at par \$3,000,000 new stock, which would bring capitalization up to \$8,000,000. Wall Street Journal.

Looks like these mills could have paid a very much higher price for cotton and still made a profit sufficiently large to satisfy the most avaricious. We have a banker friend who always refers to such earnings as "ungodly profits."

## LET THE OPTIMIST COME FORWARD NOW!

LET no one grow pessimistic about the future or about our country because of the turmoil of the hour.

Strikes are in evidence everywhere, but these strikes do not mean that the country is going to the dogs or that business is going to be halted. They are the natural outcome of the spirit of uncertainty and turmoil and nerve tension through which the world has been passing for the last six years. But they should not be taken as a sign of national decay or of any breakdown of business.

For the last five years or more the seeds of discontent have been sown throughout the land. Germany did its utmost to turn America into hell in order that we might not be a power for good against its evil designs. Pro-Germanism in all its vilest forms did its utmost to give aid to the devil in his work, and the devil was probably never so active in human history as he has been for the last five years, in co-operation with the ablest agent he has ever had, namely, Germany.

Bolshevism, with all of its accursed doctrines, has been preached to almost every workman in the land. Millions of aliens, foreign to Americanism in thought as in birth, have fallen an easy prey to radical labor teachings, and American business men, preachers and teachers have fallen short of their duty in working to counteract these evil teachings.

We should not be surprised, therefore, that out of all these conditions there has come a spirit of unrest and of strikes. Men have been made to believe by the Government itself and by many publications, secular and religious, and by some ministers, that all the business interests of the country were engaged in a great profiteering campaign, seeking to rob each other and everybody else. The effect of this campaign of evil has been widespread, but it has not destroyed the genuine Americanism of the genuine working people of the country. Many of them have been misled, and at this we need not be surprised. They have seen the mounting cost of living, and have been made to believe that it was due to the work of highway robbers, known as profiteers, instead of being mostly due to a growing scarcity of foodstuffs and of other things which enter into life and to the world inflation which alone would have created a large part of the high prices now prevailing.

Three years ago the editor of the MANUFACTURERS RECORD begged President Wilson to use his official authority to impress upon the country the danger of a great food shortage, and the consequent high prices, saying to Mr. Wilson that if he did not do so there would certainly come socialistic and anarchistic unrest, by people being misled and made to believe



a lie. But President Wilson, while recognizing the facts we gave him as to the food supply, preferred that they should not be made public, believing that they would create a food panic.

The socialistic and anarchistic unrest of the hour is the natural outcome of the suppression of the truth in the past. But this unrest does not spell disaster. Sooner or later men will learn the facts for themselves, and then there will be a return to sanity and to safety for the country.

With all of our boundless resources; with a country more richly endowed than any other land in the world; with a population of more than 100,000,000, unvexed by differing languages and the arbitrary dividing lines of Europe; with a large degree of homogeneity among our people; with a more active, virile population than any other land in the world; with the abiding faith in a large proportion of our people in the directing power of Almighty God, we have a sure foundation for safety, sanity and national progress.

The man who is a pessimist as to America has little conception of the future of this country.

This is a day for the optimist; for the man who sees the sunrise coming ere the day breaks; for the man who amid the darkness of the night hears the birds singing; for the man who knows that behind the cloud there is a silver lining; for the man who with faith in God, faith in his country, faith in his fellow-men, buckles down to the hardest kind of work, determined that by his example he will do his utmost to carry his part of the burden.

This is the kind of man that should be in evidence today in every office, in every factory, in every home.

The optimist is the man for this hour, and his optimism can be based on a foundation as sure as that of the everlasting truth.

Down, then, with the pessimist! Down with the man who thinks the country is going to the dogs!

Up with the optimist! Let us sing in a spirit of optimism, and soon the mighty chorus will swell from one end of the land to the other, and the wail of the pessimist, the howl of radical demagogues will soon be drowned in a mighty hallelujah chorus.

## EUROPEAN EXPECTATIONS AS TO LEAGUE OF NATION'S CONTROL OVER WORLD BUSINESS.

**D**URING the long discussions of the League of Nations Covenant it was repeatedly charged that a potential function of the League would be the regulation of international business, involving ultimately, perhaps, supervision of tariffs.

Advocates of the Covenant ridiculed such assertions, which they denounced as the vain imaginings of over-suspicious minds. And yet it would appear that such a construction of the League's powers was general abroad. For instance, in view of troubled conditions arising from the increased cost of gasoline, the British Government undertook to make an investigation to discover if there was profiteering. But the Commercial Motor Users' Association, the members of which appeared to be under the impression that oil prices were fixed in New York, and being convinced that mere local action by the British Government would be of no avail, adopted

resolutions demanding that the League of Nations institute at once a thorough inquiry concerning alleged profiteering in petroleum products and freights. It also suggested that the League fix prices in case profiteering should be established.

It is scarcely essential to point out the tremendous consequences which would flow from the assumption of such a power by the League. If it can fix the price of petroleum products and of ocean freights, it can fix the price of cotton, of wheat, of all products that enter into international trade. It could, in such circumstances, go further than the United States Government itself can now constitutionally go in the fixing of prices within its own territory.

We doubt if any statesman or politician in the United States would dare go before the wheat farmers with a proposal that they vote to permit a foreign council, sitting at Geneva or elsewhere, to fix the price of wheat. The farmers' idea of the League Covenant is that it is a formula for world peace, not a program for price-fixing.

It may be, of course, that the Commercial Motor Users' Association has too extravagant an idea of the authority of the League, but it is more likely that the people of America even now do not know what it "would let them in for." Mr. Lansing knew, but he refused to tell.

If there is the least possibility that the League Council would have a veto power over the prosperity of the United States, then twice over may the nation be grateful for the patriotic action of the Senate in making reservations designed to preserve the independence of the nation; and equally grateful may the people be that a coalition of obstinacy with profound loyalty to American institutions defeated the ungodly instrument entirely.

## A LETTER WHICH HEARTENS US FOR NEW WORK.

269 N. Pershing Avenue,  
Indianapolis, Ind., April 5.

*Editor Manufacturers Record:*

I am thankful that I was raised in a Christian home, for I think it one of the greatest blessings that we are permitted to enjoy. I was taught there to shun trashy literature and evil companions, and to seek the best, and the best is none too good. If it were possible to influence mankind to train their minds in the right channel, to think as God would have them think, what a world of trouble we would avoid! I am so thankful that I found your valuable paper when I did, for it has been such a help to me in these troublesome times that we are passing through. You sure have put up a valiant fight, but I fear that the task is too great for you alone, and I wish that others could be induced to come out boldly and fearlessly as you have.

I believe it is through your efforts that we have been saved from some great blunders. God knows there have been enough made as it is. But through your influence to a great extent we are saved from the worst, and that is the League of Nations. I think there should be a day set apart to give thanks that we are saved from that calamity, and all praise should be given to those that fought it from the first under such trying times. It is sad to think in this enlightened land that so many would be led astray with such erroneous things.

Sometime ago I said we were being led to I knew not where, but, thank God, some found out in time to check us in our downward course. But we are still drifting, and there is still danger ahead, and unless the danger is removed there will be a crash. I think the greatest danger ahead is the labor question, and until that is settled rightly we can have no peace or stability.

Wishing you ever successful in your untiring efforts for good, I remain, as ever,  
Yours, W. M. WEST.

## The Labor Question Viewed From a Broad Philosophical Standpoint

TWO letters of unusual interest on the labor question have been received by the MANUFACTURERS RECORD. One is from Mr. Powell Evans, president of The Merchant & Evans Company of Philadelphia, and the other from Mr. Peter O. Knight, attorney-at-law, Tampa, Fla. Mr. Evans' letter is a broad discussion from a philosophical standpoint of the whole labor situation. It is as follows:

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Manufacturers, Smelters, Importers and Jobbers.

Philadelphia, Pa., April 12.

### Editor Manufacturers Record:

There is virtually unanimous recognition now in sympathy, in law and in fact that labor hours shall be reasonable; that the conditions under which labor is conducted shall be reasonable; that the limitations on children's and women's work shall be reasonable, and that the reward of all who labor shall be reasonable, and that their health and security shall be conserved and in the event of unavoidable mishap shall be reasonably compensated.

Any comparison of this brief portrayal of current conditions with the workaday world of the latter part of the nineteenth century shows conclusively that a real miracle has been accomplished in actual working conditions of the world's masses during the life of the present generation.

Such great and positive progress should now be wisely conserved and not be permitted by excesses or unreason to be jeopardized or sacrificed, even in part.

There is a pendulum motion in all human affairs which cannot be evaded on the spiritual side any more than on the physical side. The action and reaction of a moving mass—due to the unescapable law of gravity—finds its counterpart in the actions and reactions of the emotions of mankind, particularly in the mass.

The railroads of this country defied public opinion successfully for years, and, due to their powerful organization and control of capital and the best brains in the market, were able to carry their point and thereby become drunk with power and indulged in a degree of excess and exploitation of the public which yielded the inevitable reaction in the minds of the public, which resulted in the rough treatment which the public later accorded this whole interest when they learned and seized their power.

Corporate and capitalistic interests in this and other countries are going through this same experience measurably now. The upper dog in this fight is organized labor as leaders and the mass of workers who are following them, who, under our democratic system, are the real majority of the country, and hence the majority vote if and when this vote is polled. Labor, however, cannot hold its reasonable members if it promotes or indulges in unwise excesses due to its present power; and this thought, with the history of mankind behind it, should cause all labor leaders to pause and think carefully at this juncture. There is too great diffusion of knowledge, of wealth and of opportunity in this country to make a Russian solution of our government conceivable. It is too easy for the majority in this country to get what they want through constitutional and legal methods to ever induce them to use the torch and the rifle to secure the changes in conditions which they demand, so we may all look forward confidently to the endurance of this government and the present system of life here, with normal change from time to time under the Constitution to conform with the popular will.

The great war has changed what might have been the reasonable progress of the workers, because it has occasioned such a destruction of all the results of labor as to have left a stock on hand of what men today want, too small to satisfy the demand, and hence the necessity that many should go without what they feel they are reasonably entitled to have, and that those who can get what they want should pay far beyond what they believe to be a reasonable price therefor.

The obvious solution, regarded from any standpoint of human knowledge and experience at all, is the increased production of the things that have been destroyed or unreasonably reduced in quantity, and it is here that labor and its leaders are shortsighted arbitrary and unreasonable at this time. By advising or permitting or condoning the policy of constantly shortened working hours and of constantly decreasing activity in those hours that are left, and all at a constantly increasing demand for unit wage, they are burdening the conditions of life at both ends by enlarging the shrinkage of goods at one end and increasing the

unit cost at the other. The constant succession of strikes, both within and without the unions, without notice or reason, is the expression of their use of their present uncontrolled power to carry out these foolish and destructive policies.

In my best judgment there will grow up such a reaction against these labor policies and activities in the mind of the average inhabitant of this country in the near future as will cause a reaction against the whole labor movement, with possible positive action in every workable direction which will not only hold them to what they have achieved, but maybe denude them of some of their present benefits, unless labor shows more wisdom and self-control.

There is such a common understanding of the need of greater production to satisfy the wants of life today and provide the masses with their reasonable needs at a reasonable cost that there is no call here for enlarging on this economic principle. I am satisfied that labor must change its psychology and activities reasonably at present to achieve this proper end; and if upon reasonable further trial they prove recalcitrant in this respect, they will almost inevitably precipitate at least an economic conflict which they are bound to lose in the end, because they are wrong, which loss will take away from them a good many advantages they now hold by the cheerful consent of all concerned.

Another letter of broad significance, clearly outlining the whole situation, is from Peter O. Knight, a leading attorney of Florida, long identified with big railroad and industrial interests. Mr. Knight points out the mistakes of railroad owners in the past, and shows how equally as great blunders are now being made by organized labor. He holds that as the public broke railroad domination of politics, so it should break the power of union labor, as it seeks to dominate the country. His letter, like that of Mr. Evans, is a strong presentation of the whole situation. It is as follows:

Knight, Thompson & Turner.

Tampa, Fla.

April 8.

### Editor Manufacturers Record:

There was a time when the railroad interests of this country, as you know, controlled the country. They named the municipal, county, State and national officials. They became so arrogant that public opinion was aroused to such an extent that finally no man could be elected to office who was a friend of the railroads, and the demagogues of the country made their campaign upon the platform that they were opposed to the railroad interests. The result was that, by reason of public opinion that was so formed, the administrations, State and national, passed such burdensome legislation and caused such unfavorable sentiment toward the railroad companies that the Government, several years ago, was forced to take the railroads over for the purpose of keeping them from going into the hands of receivers. The people now realize their mistake and see what all this has cost.

But the American Federation of Labor has learned nothing from this experience. While it is true that probably it has a membership of 4,000,000—this means aliens, men, women and children—you probably will find that there is never at any time even 1,000,000 qualified voters in the entire Federation of Labor. Eliminate the aliens, the women and the children and those who do not qualify in order to vote, and 1,000,000 voters is the extreme limit of their voting strength.

Public opinion in this country is thoroughly aroused against the inefficiency and disloyalty of union labor. Its inefficiency and disloyalty, more than anything else, is causing the present high cost of living; and everybody in the country feels that and everybody in the country knows that; and this is brought home to everybody in the country by any plumber who works in the home, any painter who works on a house, any carpenter who works there, anyone who works in the yard there. There is a practical demonstration to everyone in this country of the inefficiency and disloyalty of union labor. The result is that there is built up now in this country sentiment against union labor; more so than any sentiment that has ever existed against railroad companies in this country; and now that the American Federation of Labor has come out in the open and announced its purpose of electing only those that will represent them and to fight those who are disposed to represent the people as a whole, you will find all those who do not belong to the American Federation of Labor combining against those whom the American Federation of Labor is for and supporting those whom the American Federation of Labor is against.

There is only one issue in this country today, and that is



whether or not we are going to continue to live under the Constitution of the United States or whether we are going to live under the constitution of the American Federation of Labor. Both cannot exist. The principles of the American Federation of Labor are diametrically opposite to the principles upon which our Republic was founded and to the principles of our Constitution. No strike can ever win unless the law is broken by the strikers. No strike can ever win in any community where the officials uphold the law and enforce the law. It is only in those communities where the officials are afraid of the unions and permit them to violate the law that they can be won.

I am pleased with the prospect. I see more hope ahead than I have for 15 years. You hear very few people now saying they are Republicans or they are Democrats. They are talking about the issues of Americanism now, sanity, economy, and returning to the principles upon which this Government was founded. And it is to the interest of the people as a whole that it should be continually advertised that the American Federation of Labor is united for the purpose of electing men to office to represent them, and not the people as a whole. So the more publicity you can give this letter, the better it will be for the country.

The pendulum has swung rapidly within the past six or seven months. The Boston police strike, the demand for the Plumb plan, the coal strike, the steel strike and the demand for higher wages upon the part of the railroad employees has brought all this about.

Continue your good work!

I read your editorials with great pleasure and satisfaction. Your paper is the most potent factor in the South for good.

P. O. KNIGHT.

### AGRICULTURE IS THE GREAT NATIONAL CONCERN.

**W**E are impressed by an editorial appearing in the Philadelphia North American under the caption "The Warning of Rome's Fall."

This editorial points out, as the MANUFACTURERS RECORD has been emphasizing for years, that "the future of this nation is gravely menaced by a steadily diminishing agricultural productivity—that is to say, by a dwindling food supply. That decline is due to excessive development of our industrial capacity; and for the injurious reaction upon agriculture the policies of both labor and capital are responsible.

The North American quotes at some length from Guglielmo Ferrero, who is one of the most eminent of living historians, as follows: "The high cost of living today is a repetition of history. The first grave symptom is that very excess of urbanism which was the ruin of Rome. Modern costliness is born from the overdevelopment of cities. Too many men and too much capital are there agglomerated to add to industries and extravagance. The natural consequence of this disproportion is easy to understand. The cities enlarge, industries grow in number and size; luxuries and the wants of the many crowded there multiply. But the productiveness of the land does not keep pace with all this. \* \* \* In no country is this condition more apparent than in the United States. Why? Because in America the disproportion between the progress of the fields and that of the cities, between that of industries and that of agriculture, is still greater than in Europe, where populations live habituated for centuries to country life."

The North American concludes its editorial with a further quotation from Ferrero: "The excesses of urbanism, the cause of the splendor and apparent wealth, converted themselves into a dissolvent force that reprecipitated into chaos the brilliant world which that very force had once produced."

This country for fifty years has been without any agricultural policy. It has been dominated throughout in all of its great policies by industrialism. These policies have been eminently successful, and it may be that the hand of destiny was behind them, for it was industrial America that saved the world for civilization. True, American agriculture also saved

it, but only because the destructive influences which have been denuding the farmers of their labor had not yet reached their full fruition.

We pointed out only recently that what this country needs almost more than anything else is the development of a definite agricultural policy. Sensible men are no longer going to live on the farms and toil from sun to sun only to end their lives as they began them in penury and poverty. There is one answer to all this talk of profiteering by farmers, and that is the exodus to the cities, but it is of no value for the North American or other periodicals to point out the extreme menace involved in this distressing situation unless they have a cure for it. In fact, such articles merely tend to promote unrest in the rural regions.

How many billions have been lost since the Civil War by the suicidal national policy of permitting or even encouraging low prices for cotton when the greater part of that staple was being sent abroad? In order that a comparatively few manufacturers in this country might get their raw material at a small price, it was considered good policy to sell the greatest of our national products at bankruptcy prices to foreigners. Had the nation received anything like a fair price for cotton in the years since the Civil War, it would be richer today than it is by an amount not less than \$10,000,000,000. Moreover, if cotton farmers had been permitted to exact a just price for their products, there would not have been ten years ago a great area of abandoned acreage.

What is true of cotton is true, though in a lesser degree, of wheat. The Kansas mortgage was a standing joke for comic papers thirty years ago, but it was not any joke for those sturdy men who put their hearts and souls into their crops, only to reap as a reward year after year an ever-growing debt.

There is hardly one of all the present candidates for the Presidency who has evinced even a casual appreciation of the agricultural situation in the United States. There is hardly one of them who seems to know anything about it. Some of them talk in eloquent phrases about the high cost of living, and seem to imagine that it can be solved by a Congressional edict. Apparently, they do not comprehend that agriculture has been so exploited by industry that the question of a mere national food supply is acute, and that unless there is a quick change in conditions the nation will actually have to be purchasing its food abroad within the next ten years.

No man should be elected President of the United States in November unless he has given definite assurances not only that he comprehends the magnitude of the agricultural problem, but also that he is determined to recommend to Congress and to bring about the formulation of a definite and permanent agricultural policy that will so stimulate agriculture as to assure its growth and prosperity.

We can go on raising wages on the railroads and in the factories indefinitely, but every time we do it we rob the farmers more and more of their labor, and we put a new premium on every ounce of food that goes into urban mouths. In such a race with disaster, the nation may appear for a time to be the winner, but it is the rosy cheek that comes from paint and rouge and not from glowing health.

### As Viewed by a Sage of South Carolina.

W. D. HUMPHRIES, P. O. Box 444, Columbus, Miss.—My subscription to the MANUFACTURERS RECORD is now expired. I am sorry, but I cannot take it any longer.

I am now nearly 86 years old, and my sight warns me it is no use trying to cling to their service—so that it is rather irksome, than a pleasure to keep on trying.

The MANUFACTURERS RECORD is the cleanest and best edited paper I ever read.

## "What Is the Matter With the United States?"

Brooklyn, N. Y., April 13.

Richard H. Edmonds,

Daytona, Fla.:

Speaking next Sunday on "What is the matter with the United States?" would you kindly give me your idea of the four or five big points and other ideas that I should discuss. Very anxious to correct my own argument by your suggestions.

NEWELL DWIGHT HILLIS.

(Copy of reply.)

Daytona, Fla., April 14.

Rev. Newell Dwight Hillis, D.D.,

Care Plymouth Church, Brooklyn, N. Y.:

My dear Mr. Hillis—In reply to your telegram asking what is the matter with the United States, your question is one difficult to answer in full. It is so broad that it covers every phase of religious, political and industrial life. Primarily, the whole trouble with the United States is the lack of deep, whole-souled religion—a religion that makes every man realize his responsibility to other men and to the world and to Almighty God; a religion that makes every man realize that until he has, in his own thought, put himself in the other man's place, and then treated the other man as he would, under like circumstances, wish to be treated, he has failed to follow Divine leadership. Until all people accept the religion of Christ in this spirit no universal panacea can be found for present conditions. There must come a widespread and almost universal revival of religion, pure and undefiled, or we cannot hope for the settlement of all the problems which now confront our country.

Nevertheless, entirely outside of this purely religious end, there are certain conditions which must be understood by the whole country, or else we shall continue to have turmoil and strife. For many years politicians, seeking their own advancement rather than the benefit of the nation, have sought to stir up class hatred and to ride into power on the backs of those in whom they have created discontent and hatred of all others. Some of these politicians have been demagogues, pure and simple; some have been men of such shallow thinking that they have actually believed the lies which they taught. Many ministers of the Gospel and many religious newspapers, without any accurate knowledge of economic conditions, or of the causes of unrest, have added fuel to the flame by joining in the cry of the demagogic politicians.

This teaching of a false doctrine for the express purpose of creating class hatred and attracting public attention has been in evidence for many years, growing with constant intensity. While the seeds of evil were thus being sown broadcast, no effort was made by the business men of the country to counteract the evil. They believed that all was well, or that all would be well without any special work on their part to sow wheat of good where the tares of evil had been so abundantly sown. Great leaders in business have, to a large extent, entirely ignored the Bolshevistic teachings which are being scattered broadcast among their employees, and have made no effort whatever to counteract, by the truth, the evil work of the falsehood. Bolshevistic, anarchistic, socialistic literature—all a part of the same program, all in reality one and same thing—has been put into nearly all the homes of the country. It has been scattered in the factories and on the farms. Sometimes it has reached the pulpit itself, and yet, broadly speaking, neither the nation nor the people of the nation have done anything seriously to overcome the poison which was fast being injected into the body politic.

During the first two years of the European war the people of this country were told by high authority that the most immoral war in human history did not concern us, and that we should be neutral even in thought. It is impossible to measure the evil influence of this teaching in lowering the

standard of thought and of the moral backbone of the people of the country. Facing the most vile immorality in the world's history in a war which involved every question of human rights, of honor and integrity, a war of atheism against Christianity, of barbarism against civilization, this country was so universally misled that it elected President Wilson almost wholly on the ground that he had "kept us out of war."

That doctrine and all of the cognate discussions connected therewith was one of the greatest curses to the moral stamina of a nation to be found in history. It almost matched in its evil consequences upon the character of the American people the doctrine taught by Germany that "might makes right." Germany had for many years set the moral standard of all of its people by its accursed doctrine that they must take whatever they had the power to gain, and that individual and official morality must not stand in the way of the accomplishment of their purpose.

Our country was taught a doctrine almost as evil and almost as subversive as the doctrine taught by Germany. Every man, however high or low, who proclaimed the doctrine of neutrality in the face of such vile world immorality as the fight of Germany upon civilization; every newspaper which proclaimed the same evil teachings, was guilty of lessening the moral perception of the American people.

During that two years of neutrality I constantly felt that surely Almighty God would visit punishment upon this nation because it refused to come up to His help and to stand by those fighting His battle in behalf of religion against atheism and civilization against barbarism. Much of the unrest and the turmoil and the dangers which threaten our country are, I believe, the direct outcome of the evils of these teachings. We sowed wind. We sowed seeds of mental and moral poison, and the whirlwind which we are reaping is the natural and inevitable outcome.

In 1916, when the Government, the Administration—Democrats and Republicans in Congress alike—cowardly yielded to the threat of revolution by the Railroad Brotherhood, it sold the soul of national sovereignty and made certain a continuation of other demands for domination of the Government by railroad men and others who had been stimulated to follow their example.

It is entirely possible that these railroad men deserved higher pay. I have for years been an ardent advocate of higher pay. I do not believe that the wage-earners and the farmers of the country ever received their full measure of pay until within the last two or three years, but this question far transcends the matter of pay. When the Government yielded to the Railroad Brotherhoods it surrendered its sovereignty just as much as if it had capitulated to a band of brigands from Mexico and hauled down the national flag.

The act of the Brotherhoods was, in effect, treason to the country, but, as guilty as were the men who made this demand, they were not so deserving of condemnation as were the men in control of the Government who voted to yield to their treasonable demands. When the Government thus surrendered its sovereignty it created a condition the fruition of which we are now seeing. No other outcome should have been expected by an intelligent man than that which we now see in railroad strikes and in the confusion of the hour. Men were then taught that they had no responsibility toward the nation nor toward the public welfare; they were taught by governmental action that they had a right to bring on chaos and to starve millions of people in order that they individually might reap a larger profit from their work. They were made to believe that the public welfare did not concern them, and that they were justified even in overthrowing the Govern-

ment if in doing so they could individually increase their own wages. How was it possible at that time, or how has it been possible since then, for any thoughtful man not to see that the outcome of that cowardly surrender would be the development of a widespread belief on the part of the railroad employees that the public had no rights which they were bound to respect?

While not in the least minimizing the crime of the railroad strikers, who are seeking to starve the nation into submission, and now the influence of Bolsheviks, who are trying through these strikes to undermine the Government, we should remember that in August last President Wilson tentatively promised the railroad men an advance in wages provided that at the end of that time the cost of living had not been reduced.

At that time the MANUFACTURERS RECORD said that this was, in effect, a promissory note, the payment of which would be demanded by the men at maturity, as there was no possibility of a decrease in the cost of foodstuffs. How any intelligent man could at that time have imagined that food would decline in price passes our comprehension, for every fact was directly against any decrease, and we did our best to show that President Wilson and other Government officials were misleading the public and creating a false impression which would inevitably do harm. The railroad men were, therefore, seriously misled by Mr. Wilson, and now by threats of starving the people and practically overturning the Government, they are demanding that he pay his promissory note, which is overdue.

Moreover, we feel justified in saying that the cost of living will continue to increase and that foodstuffs will be higher a year from now than at present, due to increased cost of production, decreased output as compared with our needs, increased freight rates and increased rents and expenses of all food handlers. The nation must squarely face higher cost of foodstuffs for a long time to come unless it prefers to bring in a few million Chinese farmers in order to increase the supply of farm labor.

If every farmer of the land should refuse to raise a single pound of foodstuffs except for his own individual family use, and if every doctor should refuse to visit the sick, but permit them to die for lack of medical attention, the crime against humanity of the farmers and of the physicians would in no wise be greater than the crime of railroad employees who are seeking to starve the country into submission so that their demands may be enforced. These railroad men, first, four years ago, attacked the Government itself and won an easy victory and gained a cowardly surrender from the nation's officials. But that was not enough. They now act on the doctrine that their demands are superior to the nation's rights, and they are seeking to compel a surrender of the sovereignty of the country in order to enrich themselves. The crime which they are committing is beyond the power of words to express. It is diabolical in its origin, and it must be met as heroically as Belgium, and France, and England, and Italy met the diabolical crime of Germany which sought to rule and to loot the world for its own enrichment. The strikers who are preventing the running of trains and the shipment of foodstuffs are guilty of a crime which matches in its villainess the crimes of Germany. Many of these men would be horrified at such a statement, because they have not thought the whole thing through. They have been told by the radical leaders which they are following: "You compelled the country to surrender to your demands in 1916; you only have to keep on making new demands to win all that you desire. Let others starve if they will; throw millions of people out of employment if you can, for in that way you can the more easily carry out your plans to loot the public for your own individual enrichment."

To a large extent this whole fight is a fight against the

open-shop principle. Radical union labor leaders see the handwriting on the wall. They know that unless they can break down the growing demands for the open-shop principle for the right of every man to work untrammelled by the galling chains of union labor enslavement that the doom is written of radical labor unionism.

It has been in the power of union labor to make its organization a great blessing to its members and to the world. It could have made membership in a union a synonym for character, integrity and efficiency. If it had done so, it would have been a blessing to millions of people, but, on the contrary, it has sought membership regardless of character or efficiency. It has sought to use the millions of aliens in this country, who do not understand our language or our Government, as factors in moulding the politics of the country. I believe the time has come when no alien should be permitted to be a member of any labor organization or of any other organization where his membership adds to the weight of the organization in controlling politics. No man can vote unless he is a citizen, but millions of aliens who are members of labor organizations are used by labor leaders to influence politics by threatening public men with the weight of their position, when, as a matter of fact, the actual number of labor union men who can vote is very much smaller than the number of recorded membership.

There must be in this country a new Declaration of Independence, and this must be a declaration that every man shall have a right to work whether he be an independent man or a union man, and that every employer shall have the right to employ whomsoever he sees fit. There must also be a recognition of the fact that any man who undertakes to prevent another man from working is at heart a murderer, and in act often a murderer.

Some years ago a friend of mine, a distinguished mining engineer who had spent many years in Mexico, was on a train bound for the United States. At a little mining town, Torreon, if my memory serves me aright, the train stopped. After waiting quite awhile the passengers got out to see what was the matter. They were told that a railroad strike was on, and that no railroad employee who was not a member of the union was allowed to come near the train. The facts were telegraphed to Diaz, who was then President, and who at that time was doing a marvelous work for the upbuilding of the educational and material interests of Mexico. Within a very brief time a message came back from Diaz which read about as follows:

"In Mexico every man has a right to stop work whenever he so desires, but if any man attempts by force to prevent other men from working, he will be shot on the spot."

Within a few minutes the train moved on.

The time has come when law must be enforced, regardless of how many people may be hurt if they attempt to violate the law. The man who attempts to starve the people of the country is a criminal. The man who attempts to prevent other people from working and by violence seeks to destroy their power to work is a criminal, and must be punished to the full extent of the law if it takes the entire power of the Government to accomplish this.

We are becoming a lawless people, disregarding the laws of the land, and until public officials have the backbone and the moral courage to enforce the law, we shall continue to suffer.

I believe that the American people are coming to the full realization of these facts, and because of my belief, I have faith that we shall overcome the present difficulties; that our country will quickly be restored to sanity and safety, and go forward to accomplish the great work which has been committed to it by the Almighty Himself.

Sincerely yours,

RICHARD H. EDMONDS.



## Nation's Welfare Demands That Discrimination Against Southern Ports Shall End for All Time

THAT the railroads with Gulf and South Atlantic terminals will vigorously oppose attempts by trunk line roads to jam all Western business through the funnel at New York is clearly evidenced by letters received from Southern roads in response to an inquiry sent out by the MANUFACTURERS RECORD. We recently wrote to the presidents of Southern roads a letter, as follows:

"Will you please give us your views as to the action of some Eastern railroads as expressed by Mr. Daniel Willard of the Baltimore & Ohio in trying to effect cancellation of the new export rates on shipments from the West to Southern ports?"

"As we view it, this is a matter of more than local interest, far transcending any benefit which might be derived by Southern ports. With the port of New York choked up at the busy season of the year, entailing great delay, inconvenience and loss to domestic as well as export shippers and consignees, the entire nation would be tremendously benefited, as we see it, by a diversion of traffic from Midwest sections, to the full extent, at least, of the routing of shipments to such Southern ports as have the advantage over New York or other Northern ports of a shorter haul.

"We shall be pleased to have your views on the matter and advice as to what action you will take, if any."

From President J. R. Kenly of the Atlantic Coast Line Railroad, we received the following emphatic declaration:

"Replying to yours of March 30, in regard to movement of shipments from territory North of the Ohio River to South Atlantic ports for export.

**"The Atlantic Coast Line Railroad Co. will insist on an adjustment of rates that will permit the free movement of traffic from territory North of the Ohio River through the South Atlantic ports on a parity with New York."**

"Some years ago the Atlantic Coast Line Railroad Co., with other South Atlantic port lines, established rates from Ohio River crossings, and St. Louis, to South Atlantic ports, for export, the same as the then prevailing export rates to Norfolk, Va. This basis is being continued."

Milton H. Smith, the veteran and vigorous president of the Louisville & Nashville, writes:

"The interest of the L. & N. R. R. Co. is, of course, in the development of export traffic primarily via Gulf ports, and, secondarily, via South Atlantic ports, as against the Northern ports, and it may be expected that it will do all it may, reasonably, to maintain such an adjustment of relative inland rates as will give the patrons of its lines a fair opportunity to compete and permit steamer lines serving the Southern ports to share in the foreign trade."

Mark W. Potter, president of the Carolina, Clinchfield & Ohio Railway, makes the following important statement:

"My view is that from the standpoint of the so-called Eastern roads and in the light of practices which have heretofore prevailed among railroads to develop and increase their tonnage when and where they could, the action to which you refer is quite natural. If for no other, the Clinchfield Railway will, for the same reasons, contend for a rate basis as favorable to Southern ports as the basis now enjoyed.

"As you point out, the matter is of more than local interest, and transcends any benefit which may be derived by any particular ports. **Present and prospective conditions in the worlds of commerce and transportation require the most efficient utilization of the capacity of the railways of the country on a basis fair alike to carriers and shippers.** From all proper points of view, I believe the present basis to be sound."

Some exceedingly interesting information as to the methods that are being employed by interests opposed to any diversion of business from New York is given elsewhere, in an extract from the New York Times, reporting a meeting of New York bankers, shippers and others. In this report an argument is advanced against shipments through Southern ports because of the alleged fact that if shipments are made to Southern ports, cars have to be returned empty, through lack of return

cargoes. In a comprehensive review of the situation made by President C. H. Markham of the Illinois Central, a directly contrary condition is disclosed, the statement being made by Mr. Markham that the tonnage of Southern production is so much larger than the southbound tonnage as to constantly require sending of empty cars into that section.

Mr. Markham's letter is as follows:

"It goes without saying that, as the representative of a system which serves the ports of New Orleans and Savannah, I am in favor of any fair rate adjustment that will put our Southern ports on an equality with the North Atlantic ports, and we have a peculiar interest in the movement of export business through Southern ports for the reason that **the tonnage of Southern production is so much larger than the Southbound tonnage as to constantly require sending of empty cars into that section.** It will be seen, therefore, that any increase in export business in times of car shortage is a matter of special interest to shippers of cotton, lumber, rice, sugar and other Southern products.

"Frankly, however, I don't feel that I have any right to criticize the Eastern trunk lines for objecting to a rate adjustment which would affect the movement of business through their ports, and I am sure the Interstate Commerce Commission will make such disposition of the question as will be fair to all concerned.

"I need not add that it takes something more than a favorable rate adjustment to influence the movement of traffic through any particular port, and the thing of outstanding importance is that all of us who are interested in the development of the South should do everything possible to influence the movement of ships to our Southern ports. One of the handicaps to which we have always been subjected is the fact that ships make lower rates from New York and other North Atlantic ports to Europe than is possible to obtain from Southern ports. Even Philadelphia and Baltimore are at such a disadvantage in this respect as compared to New York and Boston that they are given the benefit of differential rates on export traffic."

The purely sectional, selfish and short-sighted attitude of some of the Eastern railroads in trying to effect cancellation of the new export rates on shipments from the West to Southern ports is strikingly brought out by President J. M. Kurn of the St. Louis-San Francisco Railway, who writes:

"In my opinion, there should, undoubtedly, be a uniformity in export rates as between the South Atlantic and North Atlantic ports. Think this should also extend to the Gulf ports. The lesson which the last two years undoubtedly teaches is that it is the sheerest folly to attempt to jam all of this country's European and South American export traffic through the ports on the Atlantic Seaboard. The conditions which have obtained are so well and widely known as to need no detailed comment. This condition will grow worse with the continued growth of the export and import traffic of the country unless shipping is diverted to the South Atlantic and Gulf harbors. If bottoms are to be attracted to these Southern ports, means must be found to have the tonnage there to load them. This cannot be done in the face of an inequitable rate adjustment. Further, the territory most directly tributary to the Southern ports is growing very rapidly. Its industrial development in recent years has been nothing short of phenomenal. For this large territory the rail haul to the Southern ports is shorter and, as a matter of simple economics, export and import traffic to and from this territory can be handled much more successfully through the Southern ports.

"The position taken by the East and West trunk lines would seem to me to be purely selfish, and if their views are ultimately allowed to prevail in this matter, the result will be the material retarding of the development of our trade with foreign countries.

"Further, with the increasing demands upon our facilities, as evidenced by the constantly increasing traffic density on practically every mile of American railroads, the fewer miles we can haul traffic by rail to tidewater, the more we can lessen the pressing burden which is now bearing heavily upon the existing facilities of the rail carriers."

The entire opposition to equitable rates to Southern ports has developed so great a degree of unfairness and misrepresentation that motives beyond the mere individual advantage of a section are suggested. For this reason unusual interest will attach to the statement by Matthew Hale, published in

this issue, in which the charge is made that British shipping interests are endeavoring to break down the American Merchant Marine, and that sinister influences are thus at work in connection with New York efforts to prevent the development of foreign commerce at Southern ports.

Manifestly it behooves the Southern ports, the Midwest

and every railroad and other interest not lined up with the New York combination to exert every influence possible to abolish the forty-year-old evil of detrimental congestion of ocean traffic at the inadequate port of New York. The well-rounded development of the nation demands that discrimination against Southern ports shall be ended for all time.

## A New Combination Against Fair Export Rates for South Atlantic Ports

"COMMERCIAL organizations along the North Atlantic seaboard are going to continue their opposition to the preferential freight rates granted to Southern Atlantic and Gulf ports. A general and special committee was appointed yesterday to co-operate in pushing the matter. It was the opinion of the representatives who met in the library of the Chamber of Commerce of the State of New York, at the call of two committees of the chamber, that the Trunk Line Association should complain to the Interstate Commerce Commission on the unfairness of the situation. This, it is believed, will result in a suspension of the present rates, which were initiated only to relieve transportation congestion during the war, and in a subsequent hearing at which the big economic loss due to the present system will be presented.

"The first body elected was a joint committee, consisting of those representatives of commercial organizations who attended, with Francis H. Sisson, vice-president of the Guaranty Trust Co., as chairman. It will be the work of this body to bring about the co-operation of similar commercial interests in the fight against the present discriminatory freight rates. The second committee is composed of Delos W. Cooke, J. C. Lincoln, C. E. Campbell, G. S. Henderson and R. N. Collyer, chairman of the Trunk Line Association. This body will present a memorial to the Trunk Line Association in the latter's objections to the rates in question.

"J. C. Lincoln of the Merchants' Association told the gathering just how unfair the present rates were. He asserted that the rates which went into effect a long time after the war and were designed as a war measure, made the rate from certain territory to Gulf ports 3 mills per ton mile, as compared with a rate of 7 mills per ton mile to New York and other North Atlantic ports. The territory which is now being tapped by the South Atlantic and Gulf ports is that part of the country embracing the Pittsburgh and Chicago districts, where most of the iron and steel tonnage of the country originates.

"Mr. Sisson drew attention to the fact that not only should the extra haulage to Southern ports be realized as a great economic loss, but in addition the fact should not be lost sight of that many of the vessels returning from Atlantic voyages come back in ballast, as there are no important cargoes for distribution from these ports.

"According to Mr. Cooke, politics played an important part in putting through the preferential rates after the emergency for their application had ceased."—New York Times, April 10.

It would be difficult to find anywhere so much misinformation in so short a compass as in the above article.

It is not true that the rates in question were "initiated only to relieve transportation congestion during the war." The movement only reached serious proportions months after the war was over, and the decision of the Railroad Administration to put them into effect was made without any consideration whatever of war conditions, except in so far as the war had proved conclusively that it was a suicidal policy to try to move the commerce of the nation through New York. To spread the idea that the rates were a war measure, an emergency measure, is such downright perversion of the truth that it is difficult to acquit those responsible for it of deliberate misrepresentation.

Equally monstrous is the assertion that the rates are discriminatory. It is true that, following the Civil War, the Eastern lines were permitted to put into effect discriminatory tariffs which meant death to all the ports on the South Atlantic, and long enjoyment of those rates induced in the recipients of the privilege the belief that it was a right; but what the new rates do is not to build up a system of discrimination, but to break such a system down and compel a parity which long ago ought to have been established.

We would not accuse Mr. J. C. Lincoln of the Merchants'

Association, who may or may not have been correctly quoted, of deliberate misrepresentation in his contrast of rates. He sees the New York side, which is proper enough, but if he is going to start into any comparative rate figures, he'll find himself so enmeshed in the cords of privilege that he will be sorry enough later on that he ever brought the matter up at all. The country may begin to ask why New York enjoys the same water rate to Havana that Jacksonville has, and some citizens may have enough curiosity to examine the mileage distances from Chicago to New York as compared with the distance from Chicago to New Orleans, and force Mr. Lincoln to look them in the face.

New York, as Mr. Hale points out elsewhere in this issue, is not concerned over the tremendously advantageous rates accorded to Halifax, but it cannot endure the thought of Southern ports having any chance at all.

Mr. Sisson asserts that there would be great economic loss in the new rates, because "many of the vessels returning from Atlantic voyages come back in ballast, as there are no important cargoes for distribution from these ports." But Mr. Sisson does not say why. He does not point out that all that the South Atlantic ports have yet been able to get are equitable export rates, but are still tied down by discriminatory import rates. That is why they do not get all the return cargoes they ought to get, although they have not suffered in that regard of late. Besides, the Southern lines have made the first step toward breaking that "import stone wall," and what New York has to face is not only fair competition with the Southern ports on exports, but on imports as well. As a matter of fact, of course, aside from imports, there has been so much freight offering in the South that cars have had to be sent down empty to get it.

Mr. Cooke brings up, according to the Times report, the issue of politics. It would be well to keep politics out of this question, for not only the South, but the Midwest is aroused over the selfishness of Eastern interests. They have the political power to handle this situation if they care to use it, but they have carefully refrained from so doing. They are willing to let the case be settled on its merits, knowing where the merits lie. Besides, Mr. Cooke happens to be the gentleman who is accused by Matthew Hale of having interests which preclude his being able to view the subject at issue in an unprejudiced way. It hardly behooves him, in the circumstances, to be talking about politics.

### A LONDON BANKER'S VIEW OF DEFLATION.

REGINALD McKENNA, formerly chancellor of the exchequer and now chairman of the London Joint City and Midland Bank, stated in his recent annual address to the bank's shareholders:

"If I might hazard an opinion, it would be that prices will remain permanently on a far higher level than in 1914. It is not even European and American. It covers the whole world. Deflation is bound to be very slow. Any attempt, indeed, to bring it about rapidly would cause widespread ruin among manufacturers and traders."

Will the members of the Federal Reserve Board and other bankers who want to bring about deflation note what one of England's great bankers says on the subject, and will the business men of America note what rapid deflation would mean to them?



## General Wood Is for Preparedness, But His Chief Backer Is Strangling the Dye Bill

ON the night of April 15 there was a mass-meeting in Wilmington, Del., in support of the candidacy of General Wood for the Republican Presidential nomination, and one of the chief speakers was Senator Moses of New Hampshire. According to the press reports, Senator Moses "rapped the reds and radicals for putting the country in its present predicament," and intimated that "General Wood, the man who wiped out yellow fever in Cuba, would destroy the red menace in America."

It may be that the General would be able to accomplish that high achievement, but confidence in that expectation will not be heightened by the recent course of his most vociferous, if not his most powerful, backer, namely, Senator Moses.

There is before the Senate now a bill designed to prevent the ruthless exploitation of America by elements strangely akin in reason, purpose and action to the reds, and designed also to put this nation in a position to defend itself in case of attack. The purpose which that bill seeks to accomplish has been characterized by no less a person than the President of the United States as essential to the national defense, and in both of the great political parties will be found men whose patriotism is superior to their immediate political interests, who, heart and soul, are for the bill in question.

Apparently it had occurred to no man in the entire Senate, except Senator Moses, that the bill in question was purely a commercial thing, dispensing privilege of some sort or another, a proper object of factional and sectional attack, rightly to be smashed to smithereens if by dilatory tactics or cute play such a consummation could be brought about.

Assuming that Senator Moses has even a superficial knowledge of the facts, he must know that a great dyestuffs industry is essential to the defense of any nation in modern times. He must be aware that England has virtually made the industry a government function; he must know that France and Japan are not less active; he must know that the German dye trust, perhaps the most immoral commercial and political organization that ever existed, is moving heaven and earth and summoning to its aid every devilish influence that can be bought, borrowed or stolen in a mighty effort to get access to the American market and break down the rapidly-developing domestic dye industry, the miracle achievement of the war, and yet only now at the beginning of the era of miracle-working. If Senator Moses does not know these things, he can ascertain them easily enough.

But Mr. Moses, from a territory where dyes are used in quantity, representing apparently close-visioned commercialists who prefer a few dollars in extra profit now to the military protection of the nation, boldly challenges the whole program of dye defense, and, positively reveling in his worship of the obsolete, undertakes to tell the Senate and the people of this country it is quite sufficient to levy a tariff on dyes, plugging its leaks with an anti-dumping bill of some sort or another.

General Wood, who seems to be the Moses principal, has a record for devotion to preparedness which is unequaled in many respects by any other living American, but by what process of reasoning can he and Moses be bedfellows if the latter is today the champion of a policy which would lay the heart of the nation open to the hostile spear in case of another great war? And what right has General Wood to expect his enmity to red influences to be taken seriously if his chief supporter is dedicating his abilities to furtherance of a program which can bring joy only to Hun hearts? It does not do to be fighting reds and Huns with one hand and feeding them with the other.

Senator Knox has fully exposed the maudlin arguments of

such men as have assumed to believe or advocate that protection for the dye industry is merely a matter of building up an infant commercial industry. On such an hypothesis, of course, it would be sufficient to give the industry a measure of protection and let it sink or swim according to the brains and initiative behind it. But what real statesmen are trying to do is not to give the dye industry a gambler's chance, but to bring about a status which will absolutely assure the permanence and growth of the industry, with proper safeguards against monopoly or unfair prices.

There is no chance for the Moses amendment to the bill to go through, and if it did go through, all it could do would be to paralyze the industry and prevent the investment of requisite millions. What Mr. Moses is accomplishing, therefore, is simply to prevent the enactment of any legislation at all. He knows what a rush the Senate is in, how difficult it is to get a vote on anything except the supply bills, but that does not stop him from muddying the waters.

We have heard, of course, some ugly stories about the activity of influences which formerly were closely allied to the German dye trust, but we do not believe they could accomplish anything with Senator Moses. The probability, on the contrary, is that he has simply failed to be informed or has been blinded by political expediency. It has not been the habit of General Wood to be cheek by jowl with protagonists of unpreparedness.

The attempt of the Boston Transcript to lug in economics and holler from the housetops that the dyestuffs bill threatens the theory of protection is almost pathetic. Both parties, of course, will get credit for enacting legislation that at no cost to the Government provides essential preparedness that otherwise would cost the taxpayers millions, and whichever, if either, opposes such preparedness will be correspondingly blamed; but the contention that Republicanism or Democracy is involved in the matter is utterly untenable. The reason for the measure is military, not economic. So say the experts, so say the facts. Only politicians, so far as the evidence shows, with Mr. Moses at their head, have any other view.

When it comes to keeping the enemy out, we keep him out without spending days in debate as to whether one kind of gun or another is the preferable weapon. We use what weapons we have. The world has learned a lot in the last six years. It has learned, for one thing, that the master nation of the future will be the nation with the master chemists. It has learned that there are some essential industries which the nation must never again be without, and the most essential of them all is the dye industry. It has also learned that a war does not begin on the day it is declared, but years previously when the preparation for it is begun. Her chemists told Germany she could win, but she struck too soon. Next time she will be ready if civilization is not. And America cannot be ready without a great dye industry of her own.

Because these things are so, the Council of the American Chemical Society, representing 14,000 chemists in every State of the Union, adopted unanimously in St. Louis on April 13 the following resolution:

The American Chemical Society, through its representative council, urges upon our Senators the necessity of prompt passage of the Longworth bill in the form reported by the Senate Finance Committee. Under the absolute protection afforded by the blockade of German ports and encouraged by the favorable legislation of the preceding Congress this coal-tar chemical industry has grown by leaps and bounds. But to meet the unusual competition threatened from the present unified German industry far greater safeguards must be established than were formerly considered necessary. The delay in enacting such legislation has caused the withholding of large amounts of capital and the creation of an atmosphere demoralizing to research and to the technical development of the industry. We feel that the fate of this industry lies now with the United States Senate, and we urge the enactment of the bill as originally reported to the Senate by its Finance Committee, convinced that this legisla-

tive support will speed the industry's complete development, thereby assuring American consuming interests freedom from outside domination and providing a powerful factor in national defense.

It is time for men to forget politics and go in for Americanism that means something. The country is greatly interested in what General Wood may do in the future, but it is a whole lot more interested in seeing what his champion, Senator Moses, is doing now. Now is the time to make good. There is still opportunity for the dye bill, as reported by the Finance Committee, to pass the Senate; still time for Senator Moses to range himself with those who believe in preparedness; still time for him to disassociate himself from tactics which merely promote delay and prevent the enactment of any dye bill at all. Tremendously interesting, therefore, as Mr. Moses' tariff views no doubt are, the country would prefer to hear less about them at this time. It wants to know rather how Mr. Moses will vote on a preparedness measure, not only because it sees the necessity of having that measure enacted, but also because it wants to see if it is possible to reconcile the promises being made for General Wood by his friends with the actual things which those friends are doing.

The dye bill must go through, and it must go through in the strong form in which it came from the Finance Committee.

### WHICH SHALL WE HAVE?

**I**N a letter to the MANUFACTURERS RECORD, Mr. W. M. McCormick, a leading manufacturer and banker of Baltimore, writing on the food situation and the difficulties of farm work, says:

"Cannot something be done to start a movement to bring in 50,000 or 100,000 Chinese laborers? If this is not done, and done promptly, I don't know where we will be this fall.

"The farmers throughout Virginia and Maryland, also up in Pennsylvania, are sorely pressed for labor, and I am told that on one of the biggest farms in my old county (Loudoun) there are several hundred acres of corn yet unshucked, shocks in the field, and they cannot get labor under \$4.50 a day to do this work, and even at this price they can seldom get help.

"We are simply building a home to go up in smoke if this condition continues much longer, and unless we bring in a large number of Mexicans or import other foreign labor, I don't know what we will do."

Mr. McCormick's statement that there are several hundred acres of corn yet standing in the shocks in one county of Virginia because labor cannot be had to shuck the corn, merely serves to throw a little sidelight upon the farm situation in the entire country. The portion of Virginia to which he refers where farm labor cannot be had even for \$4.50 a day is not unlike a large part of the entire country. A few weeks ago we published a statement from a Texas farmer who has a thousand-acre farm of rich land, in which he said that the entire farm would be allowed to lay fallow this year, because labor could not be had at a price which would permit any profit, and that he and his son who had operated the farm would this year turn their attention to road building, in which they could make far more money than they could in cultivating their farm. That letter was merely typical of others that are constantly coming to the MANUFACTURERS RECORD from all parts of the country. The farm situation is an extremely acute one. The food supply of the nation is in danger.

For 10 years the MANUFACTURERS RECORD has been pointing to the certainty of this condition, and during the last four or five years we have ceaselessly reiterated the warning, in order that the American people might understand that we are in constant danger of facing what might prove to be a food famine, and what would certainly be a famine should we have one complete wheat or corn failure.

Florida papers are reporting the sale of new Irish potatoes at \$20 a barrel, a price that is simply staggering to the consumer. Last week we published a statement showing that the winter wheat crop would probably be about 33% short of

last year, or a falling off of 248,000,000 bushels, and rye is likewise short. Reports from the spring wheat section indicate a lessened acreage there, and every report which comes from the agricultural interests of the country shows a tendency to a smaller acreage in food crops and a very high cost of production.

These facts must be given the most serious consideration by the business men of the country, for upon the food supply and the price will rest the question of national safety.

How shall the country meet the decreasing farm labor supply and bring about increased production in order to save us from facing a food shortage which would make the prices of food of today seem triflingly small a year or two hence? Can we meet this problem by Mr. McCormick's suggestion of bringing in Chinese farmers? The number which he suggests would be a bagatelle. If Chinese farmers are to be made available, the number must be great enough to enable the land-owners of the country to enormously increase their output at a lower cost for food and without any lessening of their profits.

Many people are opposed to the importation of Chinese as farm laborers or for any other purpose, but today we are facing a food shortage so serious in its possibilities that every consumer of food must meet the issue as to whether he desires to see Chinese laborers upon American farms or whether he prefers a steadily decreasing supply of food at an ever increasing cost. Which shall we have?

### MAKING THINGS EASY FOR TOUTS.

**T**HAT choice association of parasites who live on the fat of the land while doing nothing to maintain its prosperity must always be well served, even if the legitimate business of the country is blockaded and embargoed. The persons who make horse-race gambling a profession must have a gullible public from which to take spoils, and that, no doubt, is why the Pennsylvania and Baltimore & Ohio railroads operate special trains to the Havre de Grace race track. The day the racing began the railroad strike was in full swing, so the best the railroads could do was to stop regular trains and hitch to them well-filled coaches of gambling enthusiasts. But with strike conditions less acute, the special trains have been restored.

Horse racing has been called the sport of kings. It might better be called the sport of fools. It is not, indeed, a sport at all, but merely furnishes the machinery for organized gambling. Men who never toil get their living from the races. How? By taking money from the innocents, of course. The more of those who work for what they get that can be induced to bet, the greater the profits of the tout and professionals. By furnishing a special train service to the races the railroads do their share in ensnaring the victims. If, animated by a decent respect for the moral sense of the country, the railroads would be less obliging to the gambling fraternity, doubtless the motive power employed in giving the special service to Havre de Grace could be better utilized in moving freight cars and the commerce of the nation.

### Stands With Manufacturers Record.

J. W. Crow, West Asheville, N. C.—I am enclosing herewith check in the sum of \$3.25, in payment of subscription for one year, in accordance with your generous offer to ministers who make their subscriptions personally.

Your publication is certainly the "Exponent of America," and I desire to express my sincere appreciation of your recent editorials concerning the so-called "League of Nations"—which, from the very beginning, has been only a "League of Nations."

On many occasions, both publicly and privately, I have expressed the opinion so vigorously voiced in one of your latest editorials that the most colossal blunder of all the centuries was made when America (or rather the Administration claiming to represent America) signed the armistice with the Huns.

Again thanking you for the great service the MANUFACTURERS RECORD is rendering, and for consideration shown, I remain, etc.

## Civilization Will Be Safe Only When Bolshevism Is Dead.

THERE was a regular meeting of the Cabinet last Wednesday, and the gentleman who has been selected to paint pictures of the Administration mind for the instruction of the country undertook to explain what took place there.

The President opened the meeting by asking for information about the strike. This was given by the District Attorney, who epitomized the great mass of evidence collected by his agents, all showing beyond question the activity of Reds in this country and their constant goading of workmen to disorder. If the President did not know it, all the members of the Cabinet did know that the Department of Justice's control of these Reds had been negated by the Department of Labor.

"The Cabinet closed its discussion of the matter," says the inspired writer, "when Secretary Wilson expressed the belief that he and Assistant Secretary Post of the Department of Labor and Attorney-General Palmer could unquestionably come to a harmonious agreement when they sat down to thresh the matter out."

"The fundamental difference" between the Departments, the Administration writer had formerly pointed out, "has long been known and involves really an attitude of mind."

Historically, the democracy stands for a government of laws, not of men. If nullification of the law is nothing more than "an attitude of mind," then it might appear to be worth while to install in important executive positions men whose attitude of mind is in harmony with the statutes.

There has been so much government by compromise that it is not surprising that Secretary Wilson should think it a simple matter to bring together the minds of Palmer and Post. Oil and water, if treated politically, can mix, and politics makes strange bedfellows.

But it is just as well to be honest. Mr. Post, during the indisposition of Secretary Wilson, had deliberately and flagrantly overturned the previous policies of the Department. He made the deportation policy of Mr. Palmer a mockery and a delusion. He turned Reds loose as fast as they could be assembled at Ellis Island for deportation. He not only did that, but, under his orders or otherwise, it became impossible to obtain any frank or accurate statement of what the Department policies were. We are aware, of course, that deliberate lying and misrepresentation is common among subordinates in many Government bureaus of whose activities the people are entitled to have knowledge, but for sheer truculence in giving proper information when asked for it, nothing to equal certain offices in the Department of Labor has been seen in some time.

No information from a Department, however, is required when its acts speak for themselves. For weeks the newspapers have been exposing the policies of Mr. Post and showing how completely he overruled the Department of Justice. And this in spite of the fact that rather definite promises of good behavior had been given by the Department of Labor to Congress a few months ago when a movement was begun to take the whole machinery of deportation out of its hands and put it in the hands of the Department of Justice, where it belongs.

It is only fair to say that Mr. Palmer himself, at the vital moment, was very backward in coming forward. When a real alien-expulsion bill was at its crisis in the House Committee, Mr. Palmer weakened. Instead of standing by his guns and producing the evidence that everybody knew he had, he preferred to compromise and say that the bill then under consideration was a bit more drastic than he desired. It began to look as if a trap was being set for the Republicans. So the group who say they favor free speech and confuse it

with the right to organize revolution won the day. Indeed, the revolutionists became so elated that they boasted Martens would show things up when he got before a Senate Committee, and that the time was at hand when Bolsheviks would be allowed to preach their doctrine openly in this country. More remarkable still, those who had denounced and exposed the Reds menace were denounced as visionaries with weak nerves and in need of guardians.

If Mr. Palmer had stood by his guns then, and compelled Congress to do likewise, there would have been no railroad strike, perhaps, and certainly, if there had been one, there would have been no doubt of who was responsible for it.

We are beginning to wonder if it is within the proprieties for an Attorney-General to be a candidate for the Presidency. Mr. Palmer is a man of great strength, able, vigilant and trustworthy as Alien Property Custodian, but his candidacy for higher office has caused suspicious of his or any other man's ability not to be influenced by political considerations during the period of such candidacy. The evidence would seem to show, however, that it was not his candidacy which caused Mr. Palmer to permit a let-down in the pursuit of the Reds, so much as a feeling on his part that he would not have in such a campaign the consistent and firm support requisite to success. He was called off in the coal strike, and perhaps that taught him a lesson.

Peace and order in this country are more important than the retention in office of Mr. Post, valuable though that gentleman and his socialistic policies may have been. If it is not possible to deport anarchists without first retiring Mr. Post to private life, then he ought, by all means, to be retired. The Attorney-General should not have to make peace with him, or argue with him. Nor is it clear that Secretary Wilson should find it necessary to have Mr. Post intervene in any way. He and Mr. Palmer might agree on a policy without Mr. Post's assistance.

But greater than Mr. Post, than Secretary Wilson, than Mr. Palmer, and than all three combined, is the majesty and independence of this Government and people. If the three cannot agree to get rid of the universal assassins, then the country will find men who can agree to do so. If one arm of the Government is paralyzing another arm, then let Congress, by impeachment if necessary, end the paralysis.

This casual talk of the Red menace as if it were a mere incident in daily life is almost a crime. Can America never be made to understand that the Moscow epidemic is being deliberately spread throughout the confines of the world; that it is rapidly becoming a universal plague; that its germs in test tubes, in the hands of paid agents, are being loosed in every country on earth? It is an enemy as deadly as was the Hun and a hundred times more insidious. Its breeding ground is ignorance and its incentive greed. It knows no religion, no mercy and no pity. It is a ruthless intellectualism, born of an unnatural alliance between cunning and poverty, the child of forty generations of oppression, nurtured into monster form by immoral intelligences which had previously mastered the entire catalogue and art of demagoguery. Play with it? Treat with it? Despise or ignore it? A good Indian is a dead Indian. Civilization will be safe only when Bolshevism is dead.

We do not believe that Mr. Palmer intends to compromise with Mr. Post. We do not believe that the Cabinet views the nullification of deportation as merely an issue involving "attitudes of mind." We do not believe that Congress or the people of this nation intend any longer to endure in their midst this organized cancer. Why cry Peace! Peace! when there is no peace? Why pretend that we are safe while assassins roam the nation undeterred?



# Are Foreign Shipping Interests Deliberately Attempting to Break Down American Merchant Marine?

SINISTER INFLUENCES SAID TO BE BEHIND RECENT ATTACKS ON RAILROAD RATES GRANTED TO SOUTHERN PORTS.

[Special Correspondence Manufacturers Record.]

Washington, D. C., April 17.

In a letter directed to the eight Senators from South Atlantic States, Matthew Hale, president of the South Atlantic States Association, definitely charges that a propaganda, originating from British sources, is engaged in an effort to break down the American merchant marine by encouraging the adoption of policies which would make profitable operation of the marine impossible. He also charges that the move against the recently granted export rates via South Atlantic ports is inspired by these same foreign ship interests.

The letter was sent to Senators Fletcher, Trammell, Hoke Smith, Harris, Simmons, Overman, Dial and E. D. Smith. It follows, in full:

Washington, D. C., April 16.

Dear Senator:

On behalf of the South Atlantic States Association, composed of over 40 commercial bodies of North Carolina, South Carolina, Georgia and Florida, we wish to call your attention to something serious enough, in our judgment, to warrant prompt Congressional investigation. We refer to what seems to be definite British propaganda designed to handicap the development of our new trade routes, so necessary to the commercial expansion of the Middle West, the South Atlantic ports and the Gulf ports, first, by attempting to bring about the immediate forced sale of our Government-owned vessels, and, second, by opposing the recent export rate revision which gives manufacturers and shippers of the Mississippi Valley freer access to foreign markets.

As you know, the South Atlantic States are now enjoying increased prosperity, due to the export freight rates recently established by the Railroad Administration to the South Atlantic ports. These rates place Southern ports, for the first time in their history, on a parity with New York. The great English steamship lines do not relish the diversion of traffic which results. Apparently, with their approval, Delos W. Cooke, associate director of the British Cunard Lines, second in command to Sir Ashley Sparks, has joined with him some of the more selfish and less broadminded shipping and railroad interests of the North Atlantic, and is actively striving to obtain the cancellation of these rates. The fact that certain commercial organizations in various North Atlantic ports have been induced by misrepresentation of the facts to co-operate should not disguise from us the essential pro-British character of this activity.

The effrontery of these forces does not stop here. At the same time they are agitating for the cancellation of export rates to South Atlantic ports not served by their steamship lines, they advocate the continuance of similar export rates to Halifax, a British port, which is served by their lines. They ask, in substance, that export freight from the Middle West be hauled to Halifax at practically the same rate as to New York, although Halifax is obviously much farther from the Middle West than our South Atlantic or Gulf ports.

In regard to the British attitude toward the American merchant marine, Lord Inchcape disclosed the definite interest which British shipping firms have in the precipitate dissolution of our huge new merchant fleet. He said:

"If the United States Government will only turn the ships in which the United States Shipping Board is interested over to private owners and leave the owners to compete with private enterprise in this country, I am not afraid, but if the Government on the other side of the Atlantic is out to tax the people to build up a merchant marine at all costs, the outlook for the shipping industry of these islands is anything but rosy. I am hopeful, however, that the Government of the United States will leave the shipping industry of the world, including their own, to look after itself."

The agitation for the immediate sale of our merchant marine started from big New York shipping companies, which formerly operated to a large extent under the British flag or were financially allied to British shipping interests. Their aims are, perhaps naturally, in complete accord with Lord Inchcape's wish that the huge fleet owned by the Government be broken up into smaller units under private control, with which competition is easy.

Admiral Benson, in a recent speech, said, in referring to the Shipping Board and its work:

"The unusually high record of performance is often forgotten because of the insidious spreading of exaggerated accounts which now and then appear in the press, frequently under foreign date lines. The art of propaganda is still being used in an attempt to tear down what we are bent upon—an American merchant marine, made up of ships built by Americans, owned by American capital and carrying the products of this country."

The Shipping Board and the Senate Committee on Commerce have recognized the need of new outlets to world markets, and have approved and encouraged the development of newly established trade routes. The British propaganda to which I have referred in this letter seems to be another illustration of the propaganda referred to by Admiral Benson.

We feel it our duty to bring this to your attention, and know you will be constrained to take steps to stop this active interference by alien interests in our domestic problems.

MATTHEW HALE,

President South Atlantic States Association.

Mr. Hale states that he has no desire to arouse any anti-British feeling, which is uncalled for, but that it is important that both nations attend to their own domestic affairs and not interfere with the domestic policies of each other.

Southern Senators were not inclined to talk on the Hale letter until they had given it further study. It is known, however, that the matter has been brought up before the Committee on Commerce.

Mr. Lincoln Green, chairman of the Committee of Southern Lines, appointed to confer with a similar committee from the Eastern lines on the export rates in question, is still confined to his home. Some efforts to arrange a meeting have been made, but nothing definite has yet developed.

It is the general feeling that the Senate Shipping bill as formulated is of such a character as to assure good results, provided Congress enacts additional legislation rendering more practicable the existing navigation laws.

## \$5,000,000 Phosphate and Fertilizer Enterprise.

Organization has been effected by the Farmers' Co-operative Phosphate & Fertilizer Co., Mulberry, Fla., recently chartered with a capitalization of \$5,000,000. This company has acquired 3700 acres of pebble phosphate rock deposits in Polk and DeSoto counties, estimated to exceed 8,000,000 tons, and will purchase adjacent lands estimated to contain from 3,000,000 to 5,000,000 tons of phosphate. On the first-named tract is a phosphate plant with annual mining capacity of 50,000 tons and an additional plant of 200,000 tons capacity will be built to include homes for employes. Future plans of this corporation include building an acidulating and fertilizer mixing plant in South Carolina, with a view of effecting sales direct to the farmer. L. N. Pipkin is president.

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# Should Assistant Secretary of Labor Post Be Impeached?

[Special Correspondence Manufacturers Record.]

Washington, April 19.

Before the Cabinet meeting of Wednesday last, in which the Secretary of Labor is represented as having stated to the President that the differences between his department, as conducted by Assistant Secretary Post, and the Department of Justice, in regard to deportations, would be readily adjusted at a short conference between Mr. Palmer, Mr. Post and himself, evidence had been presented in Congress which seemed to show conclusively that so long as Mr. Post had anything whatever to do with deportations, alien anarchists and others of their intellectual family were not likely to be deprived of the right of domicile within the United States.

The cases which lead to this conclusion are too long to be reported in detail, but as indicative of the policy underlying the Post decisions it is worth while to consider the case of one Bosco.

On June 4, 1919, District Attorney Stuart W. Walker, at Martinsburg, W. Va., wrote to Attorney-General Palmer as follows:

"Permit me to express my very great delight in learning from the papers that the dastardly attempt on your life and that of your family was only an attempt and that no harm befell you or yours. At the same time of the expression of this gratification on my part, I hope it will not be regarded as amiss or improper to call your attention to a case from my district disposed of on the 18th day of January, 1918, of the United States against Paul Bosco. Bosco came to this country from the southern part of Russia, on the German border. \* \* \*

"Bosco is such a dangerous character and was so considered by the labor organization in Morgantown, this district, where he committed the overt acts against the Government, and for which he was convicted, that he was ejected bodily from the labor organization's headquarters, and his former associates came in numbers to Parkersburg, where he was tried, and testified against him. They were so apprehensive of the dastardliness of this man and his associates that they warned the marshal of this district that danger might exist for me in the trial of the case if any bitter denunciations should be used against Bosco. The marshal therefore stationed through the courtroom his deputies in order to forestall any attempt that might be made by this man's associates.

"I did not hesitate in vigorously going after him and his kind in the argument of the case, and the jury very promptly convicted him. At the time of his sentence, as reported in my letter of February 27 last, he defiantly in that crowded courtroom announced to the court that he hoped that when he would be released from the Atlanta Penitentiary he would find the red flag waving over the American flag.

"I simply give you these facts, not in complaint of his sentence having been reduced or his having been pardoned, as I have no right to do so, and I want to be understood as not in the slightest complaining. What I want to suggest is that this man, in the event of his not having yet been released from the Atlanta Penitentiary, be immediately deported. I have no question as to his dangerous tendencies." \* \* \*

This letter, or a copy of same, was transmitted to the Secretary of Labor under date of June 17, 1919, by Claud R. Porter, Assistant Attorney-General, with a letter from Mr. Porter, reading as follows:

"I have the honor to transmit herewith for your consideration a copy of a letter from the United States Attorney at Martinsburg, W. Va., with respect to one Paul Bosco, who is now serving a term of two years in the Atlanta Penitentiary for violation of the espionage act. Bosco is of strong anarchistic tendencies, and while he was sentenced to 10 years' imprisonment, the same has been commuted by the President to two years.

"Bosco's term will expire on September 1, 1919, and in view of his anarchistic tendencies it is suggested that steps be taken to have him deported promptly upon his release from the Atlanta Penitentiary on September 1. Mr. Walker, the District Attorney, in a personal interview with officials of this department, laid stress upon the bad character of this man."

The letter from Mr. Porter in the Immigration files bears the following endorsement written across the face in ink:

"June, 1918: Issue W/A Anarch, Anarchize, Anarcotem, Anotoid, Disbeliever. Send to Jacksonville with copy of this letter and its inclosure."

The five words in this memorandum are code words for various charges to be contained in the warrant of arrest, same pertaining to anarchists, disbelievers in government, etc.

The formal warrant of arrest was duly signed on June 20 and dispatched to the immigrant inspector at Jacksonville, Fla., the warrant stating that Bosco was, among other things, "an alien anarchist."

Bosco was given a hearing at the Federal Penitentiary in Atlanta on June 25. He was told he had a right to be represented by an attorney, and replied, "I do not think it necessary to have an attorney."

Part of the testimony at the hearing follows:

"Q. When your sentence and term in penitentiary for 10 years was announced in the crowded court at Parkersburg, did you not state defiantly that you hoped that when you were released from the penitentiary that you would find the red flag waving over the American flag? A. Yes; I said that.

"Do you still hope that? A. Yes.

"Q. And you don't call that anarchy? A. I don't call that anarchy because the red flag is an international emblem."

The record was reviewed by the Law Division of the Bureau of Immigration, and under date of July 21, 1919, Mr. Caminetti, Commissioner-General of Immigration, signed and transmitted to the Acting Secretary of Labor the following:

"The bureau is of the opinion that the alien's own statements and admissions clearly substantiate all of the charges in the warrant of arrest, and upon those grounds his deportation to Russia at Government expense is recommended when possible. \* \* \* And it is further recommended that immediately upon his release—this means release from the penitentiary—he be taken into custody by this service and detained until his removal from the country can be accomplished."

This memoranda was approved by the Acting Secretary, and on July 24, 1919, proper orders were issued for Bosco to be taken to New Orleans and there detained until arrangements for deportation from Ellis Island could be effected.

Bosco was taken to New Orleans.

Then there first appeared in the case the United States Civil Liberties Bureau, in the form of a communication from R. H. Marr, a New Orleans attorney.

Mr. Marr's appearance in the case was merely casual, as no evidence apparently was submitted of his employment by Bosco, and it is the practice of the Immigration Bureau not to recognize attorneys unless an alien is on record as desiring him. The rule has been somewhat modified lately.

Under date of September 30, 1919, on a letterhead of the National Civil Liberties Bureau, No. 41 Union Square, New York, a letter was addressed to Hon. John W. Abercrombie, Acting Secretary of Labor, by Walter Nelles, listed as counsel for the before-mentioned organization or society. This letter bears the indorsement in ink to the effect that it was referred October 1, 1919, to the Bureau of Immigration by Acting Secretary Abercrombie, and reads as follows:

National Civil Liberties Bureau,  
41 Union Square, New York, September 30, 1919.

(Officers: L. Hollingsworth Wood, chairman; Norman M. Thomas, vice-chairman; Helen Phelps Stokes, treasurer; Albert De Silver, director; Paul J. Furnas, associate director; Walter Nelles, counsel. Directing committee: John S. Codman, Crystal Eastman, John Lovejoy Elliott, Edmund C. Evans, Edward W. Evans, William A. Fineke, John Haynes Holmes, Agnes Brown Leach, Judah L. Magnes, John Nevin Sayre.)

Hon. John W. Abercrombie,

Acting Secretary of Labor, Washington, D. C.

Dear Sir—Paul Bosco, an alien, who is to be deported to Russia via New York, is now being held at the immigration station at New Orleans. A correspondent there advises us that he cannot be admitted to bail except by order from your officers at Washington. I assume that in this case, as in others of Russians where deportation will not be practicable for a considerable time, bail will be permitted. If you will make the order I should be greatly obliged if you will let me know that you have done so. If any particular showing must be made before bail is granted, will you let us know its nature?

Yours very truly, WALTER NELLES.



The National Civil Liberties Bureau was brought into being by radicals of the Roger Baldwin type for the purpose of assisting men to evade the selective service act, it is asserted. Baldwin, one of the organizers of the "Bureau," was convicted and served about one year in a Federal penitentiary for violating the selective service act. This group of radicals were particularly active in and about New York City, and manufactured a multitude of "conscientious objectors," going so far as to furnish legal advice.

Under date of October 10, 1919, Charles Recht addressed the Commissioner-General of Immigration as follows:

"I appear for Paul Bosco, who is now held at New Orleans awaiting deportation to Russia.

"As the department is not now in a position to return people to Russia, I would appreciate it if you would fix a reasonable amount, say \$500, as bail for this man, and so instruct the department at New Orleans, until such time as his deportation can be effected."

This letter bears a footnote in pencil reading as follows:

"Miss Weiss called at bureau and advised alien's friends have now raised \$500 for bond. Consider advisability his release on bond on this or larger amount.

W. J. P."

The Miss Weiss referred to in footnote is Rose Weiss, an attorney in the law firm of Charles Recht. The latter, it will be remembered, is the same attorney who appeared with Caroline Lowe before the Bureau of Immigration in the cases of aliens brought from the Pacific coast to Ellis Island and later released.

Charles Recht is recognized in and around New York as attorney for many anarchists, I. W. W.'s, communists and anti-Government organizations. Recht was appointed chief counsel and legal adviser for Ludwig K. C. Martens, which position he holds today. He is recognized as a clearing-house for radicals actively opposing the Government.

Under date of February 27, 1920, "one Harry Weinberger, who represents himself as counselor-at-law, 261 Broadway, New York, addressed a letter to the Bureau of Immigration in connection with Bosco, and he was advised that if he could present credentials to show that Recht had withdrawn and turned the case over to him he would be recognized. He replied in a flamboyant letter of March 2, in which he declared that American justice the world 'round was being weighed. A week later the Commissioner-General addressed Weinberger, saying, "Observing the tone of your letter, the bureau may be permitted to state that a plain statement of pertinent facts you desire to present might do just as well as the style you seem to affect."

Mr. Weinberger continued to write letters asserting that Bosco was merely a Socialist and ought to be released on bail. On March 16, 19, 22 and 23 he sent telegrams to Commissioner-General Caminetti demanding that Bosco be admitted to bail in the sum of \$1000.

On March 25 a letter was dictated and prepared for the signature of the Assistant Secretary, but it never was signed or sent.

The Assistant Secretary had decided to intervene. He did so by putting the following notation on the unsigned letter, in ink:

"Application of alien's attorney in letter of March 26, 1920, for reopening, transfer of hearing to Ellis Island and release on \$1000 bail is granted.

"(Signed) LOUIS F. POST,

"Assistant Secretary."

The "unsent" letter stated that "in view of the activities of Bosco, leading up to his conviction and prison sentence of two years ago, and his general dangerous character, the department cannot consider his release under bond in a sum of less than \$5000."

A new letter was prepared and signed by Post under date of March 29, and was sent to Washington. It advised him that Bosco would be released on \$1000 bail, and continued: "You are also advised that in compliance with your other demands alien is to be transferred from New Orleans to New York at an early date, and that upon arrival in the latter city the case will be reopened and you will have an opportunity to fully represent your client."

"Special attention is called to the fact that Weinberger's 'demands' are granted in every instance," says Chairman Johnson of the House Immigration Committee, from whose speech to the House on "Alien Anarchists Set Free" the material for this article is obtained. "In this connection it is deemed proper to call attention to the fact that the alien was ordered removed from New Orleans to New York at Government expense, there to be released on bond. The customary and proper procedure in a case of this kind, if they were granting the demands to fix bond in the sum

mentioned, would have been to have the bond go to the commissioner of immigration at New York city, and upon his report that said bond was satisfactory to have wired the commissioner of immigration at New Orleans that a satisfactory bond had been given and instructing him to release the alien from custody, in which case any new hearing in another proceeding arising from the reopening of the case would have then been held in New Orleans, the district in which the case originated; or in the event that the alien or his counsel desired the hearing in some other district, the alien would have been obliged, therefore, to go to that district at his own expense and not at the expense of the Government.

"The procedure in this case, however, was to grant all the 'demands' of Weinberger and deliver the alien to whatever point was most convenient for Weinberger."

Mr. Johnson's description of Weinberger's activities is instructive. "Weinberger's practice," he says, "consists almost solely of defending radicals who are attempting to undermine the Government of the United States. He has appeared in numerous cases for I. W. W.'s, anarchists, communists and other brands of radicals, commonly calling themselves 'class-war prisoners,' which means a radical arrested and charged with or who has been convicted of the crimes of treason, syndicalism, sedition, and so forth. Many aliens have been turned over to him in his custody as their attorney by the Department of Labor, and it is understood he has been unable to produce many of these paroled radicals when called upon to do so. Therefore it cannot be conceived that the department, especially the Assistant Secretary of Labor, is not advised of the general character of this attorney."

On April 6 Mr. Post issued a memorandum in the Truss case, in which he laid down 10 principles of decision to govern in deportation cases. It led to what Mr. Johnson describes as a "pathetic memorandum" from the law division, as follows:

April 9, 1920.

Mr. Caminetti:

I have read the memorandum of the Assistant Secretary. It leaves little hope for the rest of the cases. However, we can still recommend in accordance with what we conceive the law to be.

There is nothing further for the law division to do in the case (unless you wish to make reply to the memorandum) and it should go to the Cor. Sec. for decision and the usual letters. W. W. P.

In addressing the House, Mr. Johnson, going a long way to be moderate in his language, continued:

"The case of Thomas Truss is presumably the least offensive that the Assistant Secretary could find among all the arrested alien communists. The hundreds of others fall on that decision.

"Further, 'rules of guidance,' Nos. 10 and 11, in the Assistant Secretary's memorandum make it practically impossible to prove cases against alien revolutionists, anarchists and enemies of this Government.

"Many other papers show just how Commissioner-General Caminetti recommends deportation in these cases, after review by his law examiners, how Assistant Secretary Post orders cancellation, and how the Commissioner-General of Immigration, or his law clerk, then is obliged to write memorandums in accordance with the views of the Assistant Secretary, cancellation of the deportation warrant follows, and the alien is free. The radicals, both native and alien, are organized as never before. They defend each other. It makes no difference to what particular organization they belong, or what they call themselves. Anarchists, communists, syndicalists—they are all the same. They connive day and night for the same thing. They know what they want—revolution by force.

"Under such conditions it is too bad that the United States under its laws cannot send away from its shores these aliens who are here for the purpose of destroying this Government."

Aliens from the Pacific Northwest, cited for deportation, were turned loose and immediately returned. "Some, the minute they were placed at liberty, got on box cars and left for other parts to continue their work of preaching revolution and destruction. Some have been rearrested. Some will be sent to New York again. All at Government expense."

The Act of October 16, 1918, is not so strong as it ought to be. It is strong enough, if carried out, to deport anarchists. It is not strong enough to circumvent Mr. Post, Assistant Secretary of Labor in charge of deportation cases, apparently.

A resolution calling for the impeachment of Mr. Post has been presented in the House. The impeachment process is a long one. It would tie the Senate up for days and weeks.

On what basis Secretary Wilson puts his belief that his department and that of Mr. Palmer can reach an agreement in regard

to deportations is not clear, unless Mr. Wilson expects to get rid of Mr. Post.

While Mr. Johnson was instructing the House on how things are done in the Labor Department, the Senate committee appointed to ascertain the status in this country of Martens, the self-styled "Russian Ambassador," was presenting its report. It is proper to state that the committee members favored in general an even stronger conclusion than was presented, but for reasons of policy it was decided to "be moderate."

The committee found among other things, that:

"Martens' propaganda in this country for the overthrow of governments is established by his own testimony, as shown in the body of the report; that he has publicly associated and sympathized with those advocating such a course. He admitted to the committee his persistent revolutionary character, his desire to see the establishment of the 'dictatorship of the proletariat' in all lands, and his opinion that it would be better for this country if the soviet government were established here. It is also proven that he continued to employ in the staff of his embassy persons who have publicly and in his presence advocated the bringing of Bolshevism to America, and he admitted to the committee that 'any means which would produce this condition would be justified.'"

Who or what, it is being asked in Washington, is responsible for the continued immunity of Martens and the failure to deport him?

And who is responsible for Louis F. Post?

## Railroad President Against Compulsory Metric System

Indianapolis, Ind., April 12.

*Editor Manufacturers Record:*

In view of the efforts now being made at Washington to persuade Congress to enact a law providing for the "compulsory introduction of the metric system," the following reasons suggest themselves as to why such action would place an unnecessary burden on the railroads and incidentally on the people at large, for the reason that in the last resort the people must pay for all of these excessive and unnecessary expenditures:

1. The railroads of the country have spent several million dollars preparing plans in compliance with valuation orders of the Interstate Commerce Commission. These plans, as well as other plans, both of right of way, structures, standards, etc., will become, in effect, obsolete, and their replacement would eventually be necessary on the metric system. This would entail a very large expenditure.

2. The enactment of this law would cause all freight tariffs to be revised and readjusted from their present pound and ton basis. This would not only involve a very large expense, but great confusion, and the loss in connection therewith would be inestimable.

3. All passenger tariffs would also have to be revised and changed from their mileage basis of calculation.

4. The platform, wagon and track scales would be of no value as they now exist until they were remodeled and changed to meet the requirements of the new measure. This would result in throwing away and scrapping a large amount of valuable railroad property.

5. In addition to the above, would be the expense incident to educating railroad employees to adapt themselves to the new system and the resultant confusion in connection therewith.

6. It seems to me we ought to let well enough alone. The present system is taking care of all our requirements, and there is no sound reason for any change. I sincerely hope that no such drastic proposition will get any serious consideration from Congress.

B. A. WORTHINGTON,

President the Cincinnati, Indianapolis & Western Railroad Co.

## Exponent of America.

BRYANT VENABLE, Sec., Asst. to President The Whitaker Paper Co., Cincinnati, O.—The MANUFACTURERS RECORD has very clearly established its title to the designation "Exponent of America" by its vigorous presentation and defense of the fundamental principles of morality and policy, without which this country can never realize its destiny or fulfill the purposes of its founders. That you have considered any words of ours as of sufficient significance to justify the position you have accorded them is very much appreciated.

## Good Management a Prime Factor in Labor Efficiency—During Lean Periods Output Increases, While Great Business Expansion Shows Corresponding Advance in Labor Costs.

Aberthaw Construction Co.

Boston, Mass., April 13.

*Editor Manufacturers Record:*

On March 23 you wrote us for an opinion as to the labor conditions and the causes therefor at the present time and the outlook for the future.

It has taken considerable time to put this answer into proper shape, but we trust it will be of value to you, although it does come late.

A number in the office had a hand in compiling this, and it represents the results of the staff of the Aberthaw Construction Co.'s office.

It is difficult to make absolute statements regarding any aspect of the labor situation today without danger of prompt and well-supported contradiction from some quarter. This is partly due to differences in viewpoint, and hence in the interpretation of apparently chaotic phenomena; partly to the inexactitude of the terms in which men are wont to phrase their opinions.

What, after all, do we mean by the efficiency of labor? If its standard is the number of hours per week during which labor is willing to exert itself, then assuredly efficiency is lower than it has been. If its standard is actual dollars and cents cost per unit of production, again labor is on the defensive. Probably it will remain on the defensive in any general consideration of totals of time and money necessary to producing a given result. But do these totals constitute a fair measure of labor efficiency?

At this point another term calls for definition. What, after all, is labor? Is it justifiable to compare the accomplishment of the often highly dilute labor forces of this area of inflation with the better-trained and better-selected groups of the pre-war period? Dilution, by which is meant weakening the effective strength of skilled groups by the addition of less skilled or virtually unskilled workers, is one of the first results of rapidly expanding business.

And where, further, does labor leave off and management begin, or vice versa? In the building trades, for example, labor is extremely responsive to the quality of its management. Oftentimes co-ordination, or the lack of it, is the underlying cause of the difference between good work and poor, high costs and low. Thus primarily responsibility for results may lie at the door of management, for management, be it remembered, is not merely the engineering force or the superintendent on the job; it is the entire agency of supervision which extends down through an organization from president to gang boss.

Today dilution of management constitutes almost as serious a problem as dilution of labor. In some instances it is more serious. Dilution of management sometimes expresses itself in lack of individual capacity, sometimes in disproportionate ratios of workmen to supervisors. In building, wherever these ratios exceed fairly determinable limits, costs inevitably begin to climb. And since it is, even in the most inflated of boom times, easier to increase labor forces than to find adequate supervision in satisfactory proportion, increased labor costs, under the circumstances, may be chargeable quite as properly against management as against labor.

The observation of the Aberthaw Construction Co., reinforced by reference to tabulations of experience covering a number of years, points to the conclusion that present phenomena in the labor world differ from previous phenomena more in degree than in kind. Everything in human experience just now is pitched higher than usual; its scale is larger, it is more insistent and it is possessed of greater capability for irritating the nerves. Deflate humanity's valuation of its troubles, and human nature will be found, like economic law, performing in accord with age-old principles.

As for labor efficiency at the moment, with all due allowance for the modifying considerations outlined at the beginning of these notes, Aberthaw measures labor efficiency on the basis of approximation to or departure from a standard of performance familiarly known to the company as "Bogey." "Bogey" is a theoretical labor cost, which would represent highly satisfactory accomplishment under the operating conditions of the given

instance. It is, in short, the star to which Aberthaw hitches its truck. For each piece of work "Bogey" is set anew; but, since it is always adjusted to an unchanging monetary standard, it expresses itself really as volume of production, and serves very well, through a series of years, as a gauge of unit productiveness, which may fairly well be accepted as synonymous with efficiency.

Ten years' comparative study of the fluctuations of labor costs above and below "Bogey" indicate the operation of a very simple law. In times of building depression, "Bogey" is closely approximated, occasionally beaten; in times of great building expansion, the departure from "Bogey" is likely to be in pretty close proportion to the vigor of the expansion. There seems, however, no very good reason for solely and inclusively blaming labor for this. The Aberthaw Construction Co. safeguards itself and its clients from the unrestricted application of this law in times of high demand by holding its commitments within limits controllable by a long-standing staff. But the increasing consciousness of struggle at such times is a constant reminder that the law is in operation.

A high tide of prosperity floats all kinds of human drift. Its recession leaves the insufficient business man and the unsatisfactory laborer stranded together. Hard times make for efficiency, because they set at work a merciless selective process that culls out the laggards from all walks of life.

Thus from the standpoint of labor accomplishment the lean business period of 1913-14 was excellent. Then came the sudden industrial expansion, caused by foreign orders for war material. It produced an almost immediate dilution of labor with an accompanying increase in relative labor costs.

The early satisfying of the most insistent building demand, plus the exercise of increasing control by management, had again reduced costs in 1917. Then came the entry of the United States into the war, and the consequent unparalleled diversion and dilution of all kinds of labor. And this dilution was of a particularly sinister type, for it was too often produced by the advent of men not only unskilled, but in many instances disinclined to render any honest account of themselves in war service.

Following the armistice came another lull in building operations. The general manager of Aberthaw, early in 1919, pointed out the improvement in labor efficiency which was observable at that time. But this improvement was soon wiped out in the tremendous building demand which developed during the latter part of the year and bids fair to continue unabated for many months to come.

In the opinion of the Aberthaw Construction Co., the increase in relative costs of building labor during boom times is primarily to be attributed to the dilution of labor and of management, particularly management in the lower grades. The regular laborer appears to be working just about as steadily and as satisfactorily at one time as another, though his hours of work tend to become fewer.

Given competent supervision, his unit volume of work shows no appreciable diminution; often it shows an increase. For example, a study of the cost of quarrying, breaking, handling to crusher and crushing stone made for the years 1910, 1914, 1918, 1920, when corrected to a fixed monetary standard, shows labor accomplishment more satisfactory in the latter years than in the former.

In a recent building operation workmen exceeded the task set for erecting steel sash to the extent of some two square per man per hour. Painters covered several yards more per hour than the task indicated. Similarly the lumping of screeds and floor plank was considerably better than expectation. Laying plank and setting screeds fell slightly below expectation, probably because the lumping was not devised for best expediting the succeeding process. The same job shows highly satisfactory results in the building of floor forms.

These few examples will serve as well as many more. They offer no food for pessimism. In general, however, throughout the United States there is now, and seems likely to be for a long period, more work to do than there are workers to do it within the arbitrary time limits now accepted. Undoubtedly the deficiency will, in due course, be met, as such deficiencies have always been met heretofore, by improved and multiplied mechanisms.

This, indeed, seems to have been the history of human prog-

ress—first, a scarcity of workers in a given field; then the invention of machines that, for a time, displace even that scarcity; then the advent of an era of readjustment in the course of which equilibrium is reached and briefly held until the ever-revolving forces of economic change shift the balance once again. The balance has just been shifted, but signs of progress toward readjustment are not wanting.

L. C. WASON.

### Tremendous Power for Evil of a Few Men.

The Matthew Addy Company,

Cincinnati, Ohio, April 17.

Editor *Manufacturers Record*:

To illustrate the wickedness of the present railroad strike, take the case of the city of Detroit. Now, when one railroad man strikes, his action affects a thousand men on the outside—this because the whole industrial structure of the country rests on transportation. As a matter of fact, every manufacturing problem is anywhere from 10 to 90 per cent a question of transportation.

Now, in the city of Detroit, on the day that this is written, every automobile shop is shut down excepting four, which are still running 40 per cent, and these shops expect to shut down completely tonight. Practically every other industry in the city of Detroit is down. They calculated that yesterday morning 171,000 laboring men were out of employment—there are 171,000 men not earning a dollar, and most of them have wives and children. That is the way in which the innocent suffer with the guilty. The railroad men who are striking are a mere handful as compared with the tremendous majority of men who are forced to quit work, and when industry is paralyzed on the wholesale scale in which industry has been paralyzed by this railroad strike, the loss in production to the country runs into millions of dollars.

Our friend, Mr. Olson, president of the Swedish Crucible Steel Co. and a bank director in Detroit, puts it in a little different way. He says that the loss in wages suffered by the men because of idleness means an immediate loss in purchasing power. Here are several millions of dollars in wages which the men might have earned, but which they are not earning; here is money which might have been made and which is not made, and therefore here is money which men would have had to spend, but which is not spent. It is very easy to see how vicious and deplorable is this losing circle.

JAMES A. GREEN, President.

### To Develop Arkansas Limestone Deposits.

The Limestone Products Co., organized at Memphis, Tenn., with a capital of \$100,000, will develop limestone property at Black River, Ark., where the company has acquired a large deposit of limestone over one mile in length and from 15 to 80 feet high. A large crushing plant and limekilns with a capacity of 1500 tons of crushed stone a day will be installed at once. It is the intention to supply stone for the highway improvement work in Eastern Arkansas, Northern Mississippi and Western Tennessee, where contracts for \$16,000,000 worth of good roads have already been let. Tracks will be built connecting with the Frisco Railroad and to the Black River to connect with barge line to the Mississippi River. John T. Woodruff, attorney, of Springfield, Mo., is president of the company; J. E. Hollingsworth of Hollingsworth & Co., Memphis, is vice-president and general manager; S. W. Portlock, president of People's Bank & Trust Co., Memphis, secretary and treasurer.

### Impressive Showing Made by Memphis Industries.

Memphis, Tenn., April 9—[Special].—The Memphis Chamber of Commerce industrial department, in a recent statement relative to population, cited figures showing that 133 new industries were established in Memphis last year, each bringing in new people, many of whom are just getting established, while 15 new industrial plants of manufactories, established here since January 1, will have more than 5000 workmen, the majority new residents. These new plants include the Simmons Hardware Co., Consumers' Cotton Oil Co., Southern Automobile Manufacturing Co., Seven States Oil Co., Memphis Packing Corporation, Quaker Oats Co., Kelsey Auto Body Co., Iten Biscuit Co., Tri-State Casket & Coffin Co., Romas Mills, Divie Rubber Co., Marshall-Mott Grain Elevators and R. L. Bruce Hardwood Flooring Co.



# British Labor Federation Accepts Principle of Payment by Results

By BEN K. RALEIGH, London Correspondent Manufacturers Record.

London, England, March 28.

A development of first-rate importance, which will interest all employers and all employes in America is the vital decision of the National Federation of General Workers, representing a membership of 1,250,000, to adopt, with safeguards, the principle of payment by results. The members of other great unions are now being balloted on the same question.

The safeguards which the Federation has in view are:

(1) Where, by reason of the introduction of the 47-hour week, a workman is not able to earn on piecework his previous remuneration on the same job, the employer will undertake to recommend that suitable adjustments be made on the piecework price for that job.

(2) That piecework prices shall be such as will enable a workman of average ability to earn at least 33½ per cent over present time rates. Piecework prices, once established, shall not be altered unless the methods of manufacture are changed.

(3) Where prices are such that, on account of the reduction in hours, the workman of average ability is unable to earn 33½ per cent over present rates, the necessary adjustments shall be made.

This decision of the General Workers is of great importance. The terms offered by the employers at a conference held at York

last month were exceptionally generous. The following were among them:

In all cases the time rate of the workmen concerned shall be guaranteed irrespective of earnings.

Overtime and night shift and Sunday and holiday allowances shall be paid in addition to earnings under any system of payment by result on the same conditions as already prevail in the trade and district in question for time work.

The price to be paid on the basis time to be allowed either for a new job, or for an altered job, shall be fixed by mutual agreement between the employer and the workmen who are to perform the work, or by such other methods as now exist, or may hereafter be established by agreement in any trade or district.

No piecework price, bonus, or basis time, once fixed, may be altered unless the material, means, or method of production is changed.

When the material, means, or method of production is changed, and the employer desires a modification in price or basis time, the modification shall in no case be such as to effect a reduction in the earnings of the workers concerned.

Piecework prices and bonus or basis times shall be such as will enable a workman of average ability to earn at least 33½ per cent over present time rates (excluding war bonuses).

It is the belief of the workers that they will receive higher payment by this system. The safeguards they ask the employers stand willing to grant, so that they are thoroughly protected against a smaller wage than formerly. The employers see in the scheme satisfied labor and a higher output, with a spirit of co-operation replacing the old-fashioned jealousies.

## Necessary Steps to Secure an American Merchant Marine.

San Francisco, Cal., April 12.

Editor Manufacturers Record:

In the coastwise trade, where the Government can legislate to charge any rates they please, they can operate ships, but in the foreign trade, where they have to meet the competition of every nation which has organizations in every port, versed in shipping from their youth up and backed by their own banks, our Government, powerful as it is, is doomed to failure.

Congress has been urged to sell the ships at the same price as our competitors are selling, and the Shipping Board is asking \$220 a ton deadweight for their best cargo boats. They have been told by many witnesses that the price of such ships in England is \$150 a ton, but they should have asked for concrete cases of what ships are selling for and not taken hearsay for granted.

Last October our Canadian company bought two ships from the British Government, and we got no snap. One was 13,750 tons deadweight, twin screw, two years old, 14 knots speed, for \$111 a ton, and another of 10,750 tons deadweight, single screw, one year old, 13 knots speed, for \$104.50. If I bought a Shipping Board vessel for \$220, say, of 10,000 tons deadweight, it would cost \$2,200,000, compared with a British duplicate at \$104.50, \$1,045,000, or a difference of \$1,155,000.

It might be said we can buy the ship at \$2,200,000, and if rates keep up at the top, we might make a profit of \$600,000. Assuming that you did, the excess profit tax would take \$500,000 of it from you, and when the slump comes in freight rates, and a corresponding slump in the value of ships, the shipowner faces a sure loss of a million dollars and more, as in a few years no 10,000-ton cargo boats will be worth \$1,000,000.

Then again, in the operation the American ship must pay to get up to their foreign competitors, first, interest on \$1,150,000 at the rate of 6 per cent., \$69,030; second, depreciation at 5 per cent., \$57,525; third, insurance at 6 per cent., \$69,030; total \$195,585.

They have to make this amount before they catch up to their competitors. Then they have to carry 30 per cent more men in the engine-room department than their competitors, and about 25 per cent more tonnage dues and charges on account of their ships being measured larger than our competitors. There are many other differences that I need not enumerate. Now, let me ask,

What has Congress done to relieve shipowners of any of those burdens? Nothing. And it does not look as if they are going to do anything.

Now, in view of all these facts, that cannot be truthfully controverted, is it any wonder that American shipowners did not fall over each other to buy cargo steamers at \$220 a ton?

The remedy should be plain:

First, change our laws and regulations so as to put our shipowners on an exact equality with their foreign competitors.

Second, the Shipping Board to sell our ships at the same price as our competitors are paying.

When these two simple propositions are put into effect the job is done and we will have a merchant marine in reality.

ROBERT DOLLAR.

## Seventh Annual Convention National Foreign Trade Council to Meet in San Francisco.

The 1920 convention of the National Foreign Trade Council will be held at San Francisco, May 12-15. Subjects for discussion will include the development of new markets, the maintenance of our merchant marine, the financing of foreign trade, solving discount difficulties and problems of similar scope and character. The speakers will include James A. Farrel, president of the United States Steel Corporation and chairman of the National Foreign Trade Council; George E. Roberts, vice-president National City Bank of New York; William C. Redfield, former Secretary of Commerce, and a number of others.

## For Manufacturing Campbell Metal Windows.

Plans of the Campbell Metal Window Co., Baltimore, for manufacturing its specialty include the establishment of a large plant, and the Bartlett-Hayward buildings, formerly used for munition factories, will be used. Arrangements are now in progress for the installation of the necessary machinery. The company has purchased control of the Campbell Architectural Iron Co., Albany, N. Y., where the manufacture of the windows will be continued until contracts now on file have been completed. The Campbell Metal Window Co. was mentioned recently as incorporated with \$2,100,000 capital, and it is under the management of Howard Bruce, president of the Bartlett Hayward Company.

## Representative King Explains His Reasons for Proposing an Investigation of the Administration of the Federal Reserve System

[Representative King is a member of the House Committee on Banking and Currency. He has introduced a resolution providing for an investigation of the administration of the Federal Reserve Act. The investigation would cover the alleged coercion of State banks, open market transactions, alleged intimidation of regional directors, inflation of the currency, forcing State banks to clear checks at par, alleged refusal to make loans on Liberty bonds, alleged concentration of power, etc. The editor of the Manufacturers Record requested Mr. King to prepare an article explaining why he had introduced the resolution and what he hoped to accomplish by the investigation. Mr. King has devoted his article chiefly to a consideration of the effect of the inflation of the currency on prices. His views are of great interest. Publication of the article, however, does not mean that the Manufacturers Record is in agreement with the opinions expressed. On the contrary, articles are often published with which this newspaper is in complete disagreement.—Editor Manufacturers Record.]

By REPRESENTATIVE EDWARD J. KING of Illinois.

The investigation of the administration of the Federal Reserve Act proposed by me in House Resolution 476, on which hearings will be held May 4 or 5, will be wholly non-partisan and conducted in the broadest manner. The resolution authorizes a committee of nine members of the House of Representatives to fully investigate the administration of the Federal Reserve Act since its passage generally and with regard especially to the alleged enforcement of State banks into the system; competition between Reserve banks and member banks; open market transactions; great and unexpected earnings of Federal Reserve banks; salaries paid; oppressive policies toward member banks; destruction of the State bank systems; intimidation of directors; enforcement of diversified business of whole to conform to rigid rules of Federal Reserve Board; inflation of the currency as affecting the high cost of living; refusal to make loans to member banks secured by Liberty bonds; policy of Federal Reserve system paying for collection of checks rather than permit banks to charge for such service; method of handling clearance deposit accounts and "float;" concentration of power in hands of Federal Reserve Board, and regulation by the board of the conduct of non-member State banks.

The committee or any subcommittee thereof is given the usual powers to subpoena witnesses, compel the production of books, papers, etc.

Only one point can be considered here—the administration of the Federal Banking Act in relation to the debasement of the currency and the high cost of living.

Unrest exists in the nation.

A thousand reasons, each suitable and sufficient to the individuals who proclaim them, are given for its existence, accordingly as he is disturbed or made uncomfortable, mentally or physically, by his immediate and selfish surroundings.

The ordinary man is more confused than he is restless. For some reason, the exact nature of which he cannot divine, he finds himself at a loss to locate the exact cause of his confusion. He looks about him and generally lays the blame upon some condition which is a result of something else and not the real cause of his discomfort.

Confused and confronted by propaganda of paper organizations for this, that and the other, by his loss of faith in the press, by the preachments of the professoriate, by the teachings of theorists, the swash of the penny-a-liners, the gyrations of the political medicine men and the prophecies of the false astrologers, he swounds in his bewilderment and becomes oblivious to the real cause of his discontent, which is his inability to procure for a reasonable price and within his purchasing power the plain necessities of life to which he has been accustomed, and where in thousands of cases the prices are absolutely prohibitive.

The high and the advancing cost of the necessities of life is the cause of 90 per cent of all the unrest in the nation.

Deprivation of the masses is the cause of political ferment. The cry for bread unfailingly precedes the cry of revolution. The free distribution of corn among the plebians quelled many a crisis in Rome. So far in this country no one but the very poor and unfortunate are in want of bread, but conditions are becoming such that destitution can be seen already in the dress of the middle classes.

Practically the only tailor-made clothes now worn by the middle classes are those obtained before the war. In a mass-meeting in Chicago the other day a man in a threadbare suit which he

purchased new for \$18 before the war said that for a new one like it \$67 was demanded. He could not buy it, and was determined when his present rags fell from him to walk through the streets of Chicago naked.

Celluloid collars have been decreed for the middle classes, overalls are being put on and soon there will be required a shipment of wooden shoes from Holland. The philanthropists now commend the cheaper cuts of meat to the "plain citizen."

If these high prices are the result of a course of conduct other than by reason of the uninterrupted law of supply and demand, it is the duty of the Government to investigate and regulate, and it is the sacred duty of those men who occupy the "seats of the mighty" in the business and financial world, to whom preservation of the Government as established by the forefathers is of such moment, to back to the last sacrifice every attempt on the part of the Government to preserve the great middle classes, and all the people, for that matter, from exploitation and degradation.

The attempt by the use of placards, billboards, paid writers, cartoonists, poets, professors and all the avenues of publicity to inveigle the masses into the idea that high prices have come to stay and, like death, are to be permanently endured, is futile. It is equally unavailing to attempt to disseminate the false cry that the high cost of living is due to the excess profits tax, lack of production, restriction upon immigration, the want of a Federal tax commission, or that the imposition of a consumption tax in lieu of income taxes, or the creation and financing of manufacturing plants by American money in Europe and other foreign countries employing cheap foreign labor to compete in the American market will remedy the situation. Most of these suggestions come from the man with an ax to grind.

Neither will it do to lay the blame for the high cost of living upon the moderate people and to say to them, "It's all your own fault; you are extravagant buyers and foolish spenders." The common man pays no more than the price asked. He can buy no cheaper. If he wants a pair of shoes, he finds the price is \$25, and he has the choice of taking them or letting them alone. All these hallucinations should be brushed aside.

John Stuart Mill says "that an increase in the quantity of money raises prices, and diminution lowers them is the most elementary proposition in the theory of currency."

Not even the sky has been made a limit for the issuance of that kind of paper money known as Federal Reserve notes. For 20 years gold and silver have increased rapidly enough to keep pace with a healthy growth without the issue of paper money by the banks. Coin, gold and silver certificates, legal tender notes, national bank bills and the new stock of gold from Europe gave us an ample supply of money of about \$4,713,000,000. Then we adopted the Federal Reserve Banking Act, providing for a flexible or elastic currency, which has been the means of issuing and floating about \$3,000,000,000 of new paper money by the 12 Federal Reserve banks. Under the rule of Mr. Mill above announced, prices (not to the farmer, but to the consumer) have had to advance to absorb this enormous and unwarranted increase of paper money.

The Federal Reserve banks have issued more than four times over more paper money than the 7800 national banks combined. How much longer will these bankers continue to issue paper money and cause prices to continue to soar higher and higher?



You cannot bring down prices and inflate the currency at the same time.

Take the case of the Reserve bank at Chicago. While the people are endeavoring to reduce the high cost of living, this one bank issued \$86,458,875 additional paper money in six months ending January 1, 1920. How could a Federal Reserve bank do this? Upon what is this money based? What is back of it? Gold, 40 per cent, and the remaining 60 per cent is based not upon gold, silver or precious stones, but upon credit—that is to say, debts, particularly upon debts created in transactions involving the staples of life.

For instance, if you knew of an article which was getting scarce and by buying a large amount and withholding it from the market you could force the price up to a point where you could realize a big profit, you would drop around to your banker and inform him of your plan. If you are a good commercial risk, or will secure him with a lien on the article, he will take your note, say, for \$100,000 and hand you over the money which will enable you to hold the goods after deducting the discount. This note is rediscounted by a Federal Reserve bank, taken or sent by it, endorsed, to the Treasury of the United States, and the Comptroller of the Currency will give to the Federal Reserve bank notes guaranteed by the Government.

The Federal Reserve bank is protected by your signature and the articles. If you fail and the articles are lost while in the process of holding, the Federal Reserve bank loses and makes good to the Government.

But now, suppose articles or staples of life which make up 60 per cent of the basis upon which these Federal notes or paper money to the amount of the issue of \$3,000,000,000 should be destroyed by a fire in one night. It would break the banks, of course, if they could not recover from the signers of the notes out of other property. The Government having guaranteed the paper currency to the holders of it, would find that it had nothing to rely upon but the broken banks, and thus would be put upon the Government an obligation which it could not stand.

Right here comes in the connection between this inflated currency and the high cost of the necessities of life which, to the extent of 60 per cent, is the basis upon which this paper money rests. As a sudden fire would break the banker and ruin the Government, so any other loss by decay or reduction in price below the figure for which the hoarded articles were purchased would be injurious to the Federal Reserve banker, and therefore his interest in maintaining high prices of the commodity stored.

A good example arises at this time. Today there is not a pound of sugar to be had in Washington stores. Recently an item appeared in the financial columns, stating that holders of sugar in New York were waiting for a price of 18½ cents. The transaction is no doubt financed by the Federal Reserve Bank of New York, which discounted and took the notes of the holder, either with or without the sugar as security, and delivered them to the United States Treasury and received Federal Reserve notes for the same.

You may have a \$5 Reserve note now in your pocket based upon this sugar transaction. Can you reasonably expect that when this money is based on sugar the price of sugar will naturally fall? The first holder may even sell his holdings to a second holder, who will again be financed by the Federal Reserve bank. Our money system has created another formidable middleman—the holder.

One might say that the basis of this currency, the foodstuffs, is inflated by holding or hoarding it. That is a never-ending process. Every time an upward fluctuation of the market takes place a new issue of paper money appears. So we might, with reference to the paper money, reverse the statement of Mill to read with equal truth:

"That a raise in prices increases the quantity of money and a lowering of prices decreases it."

An elastic yardstick of varying lengths would be a poor standard of measure, yet bankers, by the permission course, prevent banks and speculators from losing any money, but would require many years to establish an equilibrium, and thousands of wage and salary earners would never in this life overtake the high cost of living.

Increasing the discount rates will not cause deflation, as is shown at the present time. Speculators rapidly accustom them-

selves to the advanced rate, increase the margin of their profits and move increasingly forward. A law has been passed permitting a graduated and progressive discounting, but so far has been unavailing.

The sole method of relief is liquidation.

Let there be a gradual paying off of these loans, otherwise there remains nothing to do but to prohibit by law for a time the further issue of paper money. There ought to be a positive provision in the law prohibiting any Federal Reserve bank from issuing any currency based upon speculative loans in the necessities of life.

The purpose of House Resolution 476 is to proceed in a sane and safe way to investigate the whole field for the purpose of discovering the defects in the administration of the law and applying a remedy in the interest of the people as a whole.

### "The Tide Has Turned in England," Says Sir Auckland Geddes—England Building More Ship Tonnage than America.

London, England, March 29—[Special.]—Is Great Britain recovering her industrial and commercial prosperity? and What is the future of British trade? These were two of the questions which Sir Auckland Geddes threw some light upon in an interview. Late president of the Board of Trade and now ambassador to Washington, his opinion should be of great value and of more interest to America than that of any other Briton at this time.

"There is no doubt that it looks as though the tide has turned," said Sir Auckland, "and is flowing toward the high-water mark of prosperity. The extent of the change must not be exaggerated. We may rightfully be hopeful, and hopeful minds do better work than gloomy minds.

"In the first place, the growth of our export trade has been distinctly encouraging. Since July exports have risen from £65,000,000 to £106,000,000, while re-exports have risen from £12,000,000 to £25,000,000. Imports during the same period rose from £153,000,000 to £183,000,000. The monthly adverse balance fell to the low figure of £36,000,000 in November, but since then the balance has risen, mainly on account of large imports of raw materials for the replenishment of stocks. Raw cotton imports have recently been exceptionally heavy.

"The total excess of imports in 1919 was nearly £670,000,000, but it is estimated that something like £520,000,000 or 78 per cent of this, will be covered by earnings of shipping, interest on foreign investments, etc.

"Before the war this country had a large and valuable entrepot trade," added Sir Auckland. "Goods came here to be distributed to their ultimate markets. They employed British ships both ways. Every British wharfinger, stevedore, dock laborer, merchant and banker who handled them or the documents by which they are moved about the world received due payment for his services, and it was standing proof of our commercial supremacy that we did so much of this lucrative trade.

"The Germans in the early days of the war were certain that we should lose it as a result of the war. They were not quite sure that they would get it, but they thought that if they could stick to Antwerp, Germany would get it. Even if she didn't, and America got it, there would be some consolation in the fact, for, at any rate, Britain would lose it.

"In order to economize shipping and effort we deliberately risked losing it during the war, but now we are getting it back. Re-exports rose from £4,560,000 in January, 1919, to £25,500,000 in January last. The monthly average in 1913 was £9,000,000."

In Sir Auckland's opinion, these favorable signs are not a mere flash, but indicate a steady and increasing flame.

"One of the main things on which we must rely," he pointed out, "is the recovery of our shipping, since the freights earned by our ships make the most important item of our 'invisible' exports. In this respect it is worth while to note that on December 31 the tonnage on the slips in British yards was nearly 30,000 more than that on American slips. A good part of the difficulty of increasing trade is due to want of shipping, and only time can overcome that difficulty. But it will be overcome. What is more important is that this country should take its proper share in that work and make up the start America has obtained in the race for shipping supremacy."

### A New England Cotton Mill to Be Largest in the World Under One Roof.

A very striking example of modern methods in cotton-mill construction is afforded by the plans recently completed by Lockwood, Greene & Co., engineers of Boston, Mass., for the Great Falls Manufacturing Co. of Somersworth, N. H. The new mill when finished will be 1900 feet long by 144 feet wide, and will be the largest cotton mill under one roof in the world. It will have a height of four stories.

Believing that the plan of construction of a mill building of this distinctive character will have much of interest and suggestive value to readers of the MANUFACTURERS RECORD in the South and elsewhere, we publish the following facts about it as furnished us by Mr. Kenneth Moller of Lockwood, Greene & Co.

The development is to consist of two units on either side of a central structure, which will house processes common to both mills, such as cotton storage, cotton opening, slashing, cloth hall and cloth storage. The two units on either side will be exact duplicates, and each will have a floor space sufficient for 85,000 spindles with their accompanying looms.

A six-story cotton warehouse will be in the center section, above the fourth story. It will hold six months' supply of cotton. The lower of the warehouse floors will have the cotton opening room, from which cotton is blown to the two picker-houses located on the roofs of each adjoining unit.

The fourth floor of each unit is a complete cardroom, from picker lap to finished roving. The machinery is arranged lengthwise of the mill so that the greatest distance the cotton has to move in this room is the width of the mill, or about 140 feet.

The third floor is solid spinning from one end of the mill to the other, the warp and filling being on the same floor. On the second floor is twisting, spooling, warping and drawing in, the slashing for both units being concentrated in the central section. The entire ground floor of each unit is weaving, with a common clothroom in the central section.

In front of this central section is a covered shipping platform, where all cotton is received and all goods are shipped. It forms the approach to the general offices, which are in front of the second-story of the center section.

Mechanical handling of the cotton throughout the entire process is the contemplated plan. Elevators are installed, but it is not expected that they will be used except for carrying machinery and in emergencies.

The intention is to build about one-third of the whole development at once, as this can be done without disturbing the present plant. The machinery in No. 2 mill will then be moved into the new building. The removal of the old No. 2 mill will permit the building of the rest of the development.

A modern oil-burning boiler plant, for which the Aberthaw Construction Co. of Boston are the general contractors, is to be constructed this summer.

### Proposed Atlantic to Mississippi Canal.

By O. L. MARTIN, President Fernandina Chamber of Commerce.

The survey of a canal across the States of Georgia and Florida, from the Atlantic Ocean to the Gulf of Mexico, is provided for by a bill now pending in the Florida Legislature.

The objective sought by the promoters of this project is that of a sea-level ship canal beginning on the Atlantic side at Cumberland Sound, with Fernandina, Fla., at the entrance of the sound, as the Atlantic port, and St. Marks, at the head of Georgia Bay, 30 miles south of Tallahassee, as the Gulf port.

From Fernandina to Traders Hill, a distance of about 60 miles, the canal would use the natural waterways of Cumberland Sound and the St. Mary's River, water that divides the States of Georgia and Florida. From Traders Hill, directly west, a short cut would connect with the waters of Lake Okefenokee, or Okefenokee Swamp, as it is generally called. This body of water contains 625 square miles, located in the State of Georgia. In Okefenokee the Suwannee River finds its source. The canal would probably follow the channel of this river for some distance in a southwesterly direction, and then cut straight across the State, intersecting several other streams, coming out on the Gulf side, as above stated.

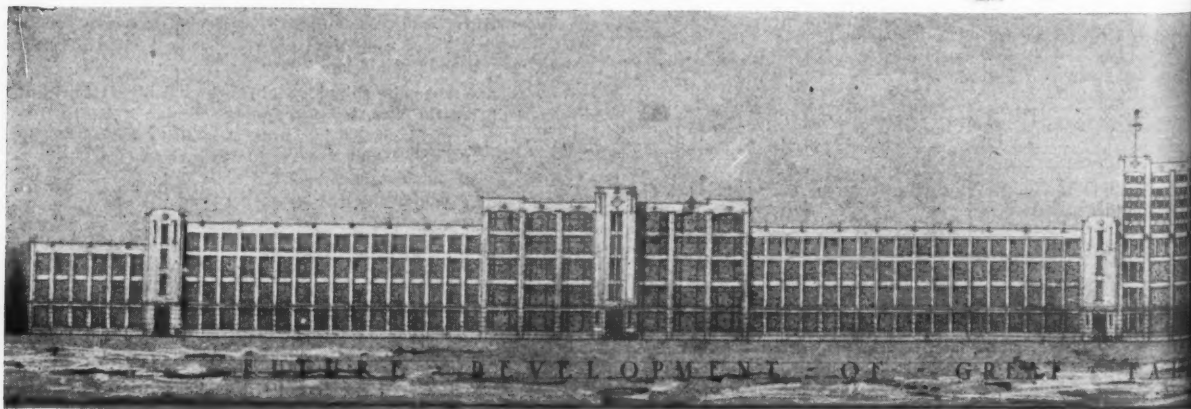
From Fernandina to St. Marks the distance is approximately 275 miles, but by the use of existing navigable rivers and other bodies of water the canal proper would be practically 150 miles. From St. Marks to New Orleans is a distance by inland water of 300 miles. It is proposed by the canal promoters to improve this inland waterway as an extension of the canal to connect with the Mississippi River and its many tributaries.

From St. Marks ocean-going steamers could go out into the open Gulf or follow the inland waterways as they might prefer, or in deference to stormy weather. But all lighter water craft, including barges, would use the inland route for safety. Barges could be loaded with coal and oil, as well as other products of the Middle States, and move on to an Atlantic port for loading on coastwise and foreign ships.

From Fernandina either north or south this inland waterway could be extended indefinitely, as such waterways are already in existence and being used; thus barge freight rates would prove advantageous to the Atlantic States, and in the end would doubtless influence railroad rates.

From Fernandina to Jacksonville, Fla., is a distance by railroad of 36 miles, by the Atlantic and St. Johns River over 40 miles, but by inland water, with a little improvement, a channel could be opened for ships of seagoing kind, of 24 miles. From Jacksonville to the mouth of the St. Johns River is a distance of 27 miles, and an annual appropriation of over \$300,000 is necessary to keep the channel open for seacraft, as the silt of the river is constantly filling it up, whereas the inland route by way of Fernandina and Cumberland Sound would require very little, if any, Government appropriation to keep the channel of sufficient depth, besides being a shorter route to the open sea.

The economic advantage is apparent. There are great coal and oil deposits in the Mississippi Valley States that find difficulty in reaching the world markets. With an Atlantic port available, where bunker coal and oil could be supplied at reasonable prices,



COTTON-MILL BUILDING DESIGNED BY LOCKWOOD, GREENE & CO., BOSTON, MASS., FOR GREAT FALLS MANUFACTURING CO.

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LUMBER LOADING AT FERNANDINA, FLA., SHOWING SOMETHING OF THE IMPORTANCE OF THE INDUSTRY.

steamers would gladly avail themselves of this opportunity, for the bunker stations at Peter's Point or Fernandina, being within a distance of only four or five miles from the ocean way of travel, require no tugboat or pilot.

The anchorage water in and around Fernandina is said to be greater than that of any shipping port of the world. It is estimated that Cumberland Sound, Amelia and St. Mary's rivers, between Fernandina and St. Mary's, Ga., contains 33 square miles of anchorage water from 30 to 90 feet in depth. This is sufficient to accommodate all the shipping of the world. However that may be, it is certain there is no lack of safe anchorage water.

The Jacksonville Times-Union recently published a report of a meeting of the Atlantic to Mississippi Canal Association, held in that city. The article said, in part: "Rail rates on coal for bunkering from South Atlantic ports at present time places a practical embargo against South Atlantic ports. But by the opening of this canal the coal fields of the Middle West would at once be brought into direct touch with Jacksonville, Fernandina, Savannah, Brunswick, Charleston, Wilmington and other ports, and give coal for bunkering at a lower price than is now possible in the Eastern ports. For coal loaded on barges at Mississippi River points would be shipped without change to Jacksonville and other ports on the Atlantic." The report also went on to say that "Jacksonville is not feasible for this canal because of lack of a basin for ships to anchor. Also that Jacksonville, being 27 miles from the mouth of the St. John's River, and the course being tortuous, it requires river pilots to bring ships to the city, while at Cumber-

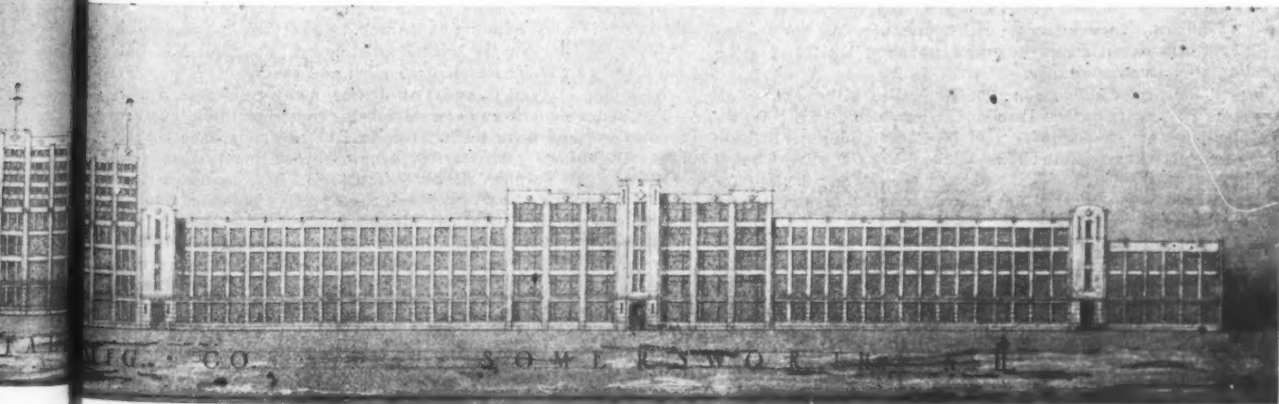
land the basin of 33 square miles, said to be larger than that of Hamburg, London and Liverpool combined, could afford anchorage for all the shipping of the world at one time."

From the entrance of Cumberland Sound to the city of Fernandina the distance is but three miles, and ocean-going steamers need no tugboats to bring them to the docks. The same is true respecting St. Mary's, Ga., a town five miles up the St. Mary's River. At both of these ports large sail ships have entered without the aid of tugs, and this can be done any time by competent sailors.

At the head of Amelia Island Fort Clinch is located, commanding the entrance of Cumberland Sound. This fort could easily be modernized, as it is in a splendid state of preservation, and has only been abandoned since the Spanish-American War. Should this canal be built, there is no doubt the fort would again be put in order and occupied.

Whether the canal will be constructed depends on whether the project is backed by sufficient harmonious effort and enthusiasm. That it would afford a heretofore unattainable market for the products of the Southern and Middle West States cannot be challenged. That it would rapidly develop the resources of all adjacent territory is doubtless true. That the shipping interests of the world would be wonderfully enhanced is reasonably certain.

The association backing the project is composed of well-known business and professional men of Georgia and Florida. Moreover, a large number of prominent men North and South are interested, and will do all in their power to create sufficient sentiment in Congress to push this canal enterprise to a successful issue.



MANUFACTURING COMPANY, SOMERSWORTH, N. H. TO BE LARGEST COTTON MILL UNDER ONE ROOF IN THE WORLD.



# Building Activity on Unprecedented Scale in Lower Mississippi Valley

By C. E. COLLINS, Field Secretary, Southern Alluvial Land Association, Memphis, Tenn.

Building operations in the lower Mississippi Valley have reached a scale this year never before equaled.

Material men, the building trades and contractors say the operations are more extensive than was indicated in 1919, when the "build now" campaign was followed by the unprecedented activities in this line. It is going forward almost to the limit of materials and labor, despite record prices for both these necessities.

There is an amazing amount of construction work being done on residences. An acute shortage of homes has stimulated the building of more houses, not only for the investment features, but for the real desire of people to own their own homes. Never before, say the men in closest touch with the situation, have so many men of moderate incomes under normal conditions started erecting their own homes as in 1920.

Great agricultural prosperity in the immediate lower valley region is the foundation. With success of farmers, planters and livestock men, business has assumed proportions double and treble those of pre-war times. The situation perhaps is a little different in the delta country from elsewhere in the South, owing to the enormous returns from long-staple cotton, which in some instances in the past season yielded \$400 to \$500 an acre, and to yields above the average of all other farm crops, which commanded high prices on all markets. The fertility of the so-called bottoms that have been reclaimed is paying higher returns, it is estimated, than any other farm lands in the country.

In Memphis alone the building this year will run far into the millions. Two new apartment buildings will cost \$3,000,000. A new hotel, costing a million; three new theaters running into the hundreds of thousands, many stores, warehouses, business blocks and other structures, in addition to hundreds of residences, will make the year's building operations three to five times greater, and perhaps even more, than the record year of the past.

In the strictly delta or bottom land region, which is growing rapidly with the reclamation of rich farm lands, operations are enormous. The delta region embraces Eastern Arkansas, Eastern Louisiana and the north half of Western Mississippi. New structures in this region alone this year will represent investments of many millions.

The following survey includes just a few of the cities of the delta country, and not all of the work in each city, but it gives a very good idea of the magnitude of work for the year:

## Arkansas.

Perhaps the leader among all Arkansas cities in building work is Blytheville, in the northeast corner of the State, in a region that, before reclamation was begun, was almost swamp country. Blytheville has just celebrated its twentieth anniversary. Ten years ago it had a population of 3000, and now it has more than 8000. Building necessarily has been very extensive to keep pace with the city's growth.

New structures are now under way involving hundreds of thousands of dollars. These include a courthouse, postoffice, bank, office building, theater, gin compress and warehouse, hotel and other buildings of lesser importance.

There is plenty of building in Pine Bluff, also, although it is an Arkansas River city rather than an eastern delta city. Among new structures are the following: M. E. Church South; a \$75,000 three-story department store; Elks' Club; First Christian Church building, costing \$50,000; office building; new stores; a plant for making wagon parts; a \$130,000 apartment building, and several fine residences.

In Forrest City building also has been active, with many moderate-priced homes going up. The Forrest City Compress Co. is to have a new \$50,000 plant.

Many new structures will go up in Jonesboro this summer, among them to be buildings for the Arkansas Brick & Lumber Co. A Baptist college is practically assured, as all requirements have been met, though construction has not yet started on \$500,000 worth of work proposed. St. Bernard Hospital plans a four-story addition, and the First M. E. Church contemplates a \$175,000

structure. Contract has been let for a \$40,000 engineering building at the State Agricultural College. It has been reported that Poplar Bluff, Mo., capital is interested in a proposal to erect a \$300,000 hotel in Jonesboro.

The Newburger Cotton Co. is said to be preparing to build a \$100,000 compress at Ashdown. Improvements at De Witt include a \$200,000 rice mill, school and church buildings. At Helena there is much building in progress, a Masonic lodge home being one of the more important structures. Stuttgart is to have a \$150,000 courthouse and a new church building. McCrory, Dardenelle, Varner, Newport, Leachville, Lake Village and Osceola are feeling the building impetus and are putting up everything from fine private dwellings to new schoolhouses, theaters and hotels.

Three new churches are proposed for Paragould. The People's Electric Co. at Marianna probably will have a new home. At Wynne there will be a new city electric-light and water plant. Wilson, Ark., soon will have a fine new \$120,000 school, one of the finest in the delta region.

Twelve new brick store buildings are boasted by Parkin, where there also is a new bank building, a new compress and a new school, and some 15 or 20 new residences. Beside this, the city is putting in several miles of new concrete walks and a sanitary sewer system.

Quite a bit of building work is being done at Hamburg, says C. J. Brown, cashier of the Farmers' Bank & Trust Co. Among other things, he cites the bank's new home; a brick office building; two brick warehouses, and a number of fine residences.

Every town in Eastern Arkansas is doing almost as much building now as it is possible for the material men and the builders to handle. New schools and churches are very numerous, and city improvements are in evidence throughout the whole region. Running hand in hand with the development is a material increase in population. Many new farmers have come into Eastern Arkansas in the last year from other States, a large number from Illinois.

## Mississippi.

Towns in the Mississippi delta are literally "booming" in the matter of building, the sort of boom, too, that is permanent.

Mayor W. M. Lockhart of Indianola, Miss., says the city is putting down 60,000 square yards of asphaltic concrete paving costing \$180,000, which improves most of the principal streets. Water main extensions being made cost \$50,000. The city, by the way, gets its supply from artesian wells which flow strong enough to furnish all pressure needed. Most delta towns depend wholly upon artesian water, available, if needed, for every backyard. Mayor Lockhart estimates Indianola city improvements, all new, at \$293,000, new business improvements at \$139,000 and new residences at \$198,000, which does not include the building proposed, running considerably above \$150,000.

In the neighboring town of Itta Bena, Riley Ely, Mayor, writes that there is much building under way. Structures just completed or being built include the brick Baptist church, the First National Bank and new residences of proportion and beauty.

According to Wm. F. and Tom J. Gee, many residences, a new school and a department store are being built in Marks, another good Mississippi delta town. Over in Ruleville they have bought lots and obtained a charter for a new 50-room hotel, completely modern. The Farmers' Bank & Trust Co., just organized, will have a new home soon; new stores, theater, office building, Baptist church and several new homes have been provided for.

Greenville, home of the newly formed and very active Washington County Chamber of Commerce, boasts of a great many city improvements, in addition to private improvements. New houses are going up steadily. The new People's Theater, costing \$125,000, is under way. The King's Daughters Hospital, costing \$250,000, is assured. Nelms & Blume have plans drawn for a \$150,000 four-story department store, and the Henderson-Baird Company is making ready for a wholesale hardware house costing \$150,000. J. Rice Scott and W. A. Haycraft are going to build a \$200,000

apartment building. A \$700,000 city hall and \$100,000 in new residences built exclusively by a housing corporation are other new structures. The figures do not take into consideration \$2,225,000 worth of all-year roads being built in Washington county and \$600,000 already voted for paved streets in Greenville.

Clarksdale, which likes to be referred to as the richest city in the country, population considered, in the very heart of the Yazoo Delta, is up-and-coming in buildings. There are any number of residences going up, many of them comfortable bungalows. L. E. Warren and W. K. Herrin both will put up business buildings. R. N. McWilliams, who already has done a great deal of building, plans to add other structures to his holdings, possibly a big hotel, plans for which have been drawn, and two more business buildings of two stories each, both constructed so that six or eight stories can be added later. The Masonic bodies contemplate a five-story home to cost \$125,000. The Mississippi Valley Dry Goods Co. is figuring on a new home, having recently organized with \$200,000 capital.

At Charleston, Miss., famous for its Red Duroc hogs, the Lamb-Fish Company's world's largest hardwood lumber mill and the "best hotel in Mississippi," is at the east edge of the delta and running with the other towns in building operations. The Lafisco Hotel has a new addition. The First National Bank, recently organized, is to have a fine new home, and several buildings are going up around the public square. There are a number of new homes finished, being built and contemplated.

Grenada is another good town just at the edge of the delta. A big branch of the Gayoso Lumber Co. has been established there recently. It will do considerable building and have a large plant. Several new store buildings and a number of residences are going up, and more are assured.

Tunica county is to build a courthouse at Tunica at a cost of \$300,000, and the town is to get a \$60,000 school this year. New homes are numerous. Webb will have a new ice plant, an addition by the Webb Milling Co., and a number of new homes. The Improvement League at Starkville is figuring on a \$100,000 hotel for this year. The People's Savings Bank will also build. A new industry, with new building, is the tile and brick company just formed.

At Belzoni both the Methodists and the Baptists figure on new churches for 1920. There also is a new \$300,000 courthouse and \$50,000 jail, a new \$85,000 school and new business blocks.

Greenwood has a deal of building under way and in sight, both business and residential. Bids have been asked for a six-story Masonic building, and there are any number of fine new homes going up and contemplated for the summer. A lot of work is to be done at Jackson, outside the delta, but a delta trading point. Among other things is a new Masonic building to cost, it is said, \$300,000, and many business houses and residences.

Down in Yazoo City, where the delta and the hill country tie up, things have been moving mighty well in the last year, and much building is resulting. The same is true of Coahoma.

According to B. P. Stevens of Tutwiler that little city has grown unusually fast in the last year, with a great deal of building already completed and much under way.

Down at Leland, in the rich delta section, a fine new five-story hotel is just about ready for occupancy. Leland, by the way, has a population of around 2000, and it boasts no less than six millionaire planters and farmers.

#### Louisiana.

Building activities are particularly marked at Monroe, at the western edge of the Louisiana delta country, rich in all kinds of products, and not far from the rapidly developing oil and gas fields.

The Ouachita National Bank will build a home and office building of six, and possibly ten, stories, costing several hundred thousand dollars. The School Board has received bids for three schools, to cost \$220,000. A business block costing \$100,000 will be built this year. The Louisiana Training Institute will have a new dormitory. The Ouachita Coca-Cola Bottling Works has built a \$50,000 plant. Work has started on the half-million-dollar Ouachita Hotel, to be owned by a company of that name. The Southern Sweet Potato Curing Co. is putting up a hollow tile curing plant under capital stock of \$200,000. The Bell Company is planning a \$40,000 expenditure on its plant at Monroe. In

addition to scores of residences to be finished before the summer's end, the Garner Brothers Trading Co. is building 35 bungalows in various parts of the city, these ranging from \$3500 up. The Ouachita Flour & Feed Co., with capital of \$200,000, is planning to build.

At Alexandria a contract has been let for a two-story brick school costing nearly \$100,000.

A New Orleans contractor now is building a grade and a high school at Jennings, the two to cost \$269,000. The Calcasieu National Bank plans big improvements in its Jennings quarters.

The Crowley Motor Co. has a new home at Crowley, and the Mutual Rice Co. is to have a \$75,000 mill there. Contract has been let for a seven-story bank and office building for the First National Bank.

At Baton Rouge two new theaters are planned. Remodeling and additions to the First Presbyterian Church will cost \$35,000. The city recently voted \$600,000 for four fine new schools.

The J. M. Huber Company of New York is putting in a \$500,000 ink and carbon manufacturing plant at Swartz, near Monroe.

A glass factory is being built at Bastrop, says C. N. Dalton, who advises that the plant will represent nearly a quarter of a million investment. It is owned by the Ouachita Valley Glass Co., which will employ from 300 to 600 people. A new brick plant is to be built at Bastrop also, with from 50 to 100 employees. C. J. Goodwin is building a new moving-picture house. Values have advanced in a marked way at Bastrop, as it is in the gas belt. The parish of which Bastrop is the parish-seat is soon to vote on a million or more in road bonds, and Mr. Dalton says the issue is sure to carry. He adds that many new homes are being put up.

In every town there is unusual activity in the building of residences, with an unusual number of them of the bungalow type, ranging around \$4000 in cost. Housing is short, and new homes are being built not only for the investment feature, but actually for homes for the builders.

#### Immense Lumber Plant Near Completion.

Tampico, Mexico, April 16.—[Special.]—The Compania Manufacturera y Constructora de Tampico, S. A., which is making extensive enlargements of its plant here, will change its name on May 1 to the Reitan-Power Lumber Co. Its new lumber yard is nearing completion. It covers a space of 22 city lots, on the Panuco River. Construction consists of laying out 1000 cubic meters of shells. One kilometer of track for the trucks will be marked out and 5,000,000 feet of lumber may be placed in the big yard.

A planing mill, near the sash and door factory, is being built, which will have a capacity of from 40,000 to 50,000 feet a day. The company has started work on a new wharf, 200 feet long, on part of the yard bordered by the Panuco. The other side of the yard touches upon the railway tracks.

Peter Reitan, manager of the company, took over the sash and door factory one year ago. Now the factory is being doubled in capacity. From its original sash and door factory of four years ago the company has grown to its present large size.

#### Increased Bermuda Onion Crop Forecast for 1920.

The area of the Bermuda onion crop in Texas and California and the Bermuda and Creole onion crop in Louisiana for this season is estimated to be 18,702 acres, as compared with 7847 acres in 1919 and 20,970 acres in 1918. A forecast, based on the condition of the crop as reported by growers and others on April 1, 1920, indicates a maximum production of 8637 cars of 530 bushels each this season, as compared with a total production of 3617 cars in 1919 and 6326 cars in 1918. This forecast indicates a maximum production this season in Texas of 5506 cars of 530 bushels each, as compared with a total shipment of 2886 cars in 1919, 3660 in 1918 and 5812 cars in 1917, as reported by the railroads to the Bureau of Markets of the United States Department of Agriculture. This forecast, based on the condition of the crop as reported by growers, compares with an estimate of 5516 cars by the assistant truck crop specialist of the bureau, who has covered the Texas crop for this season.

### \$2,000,000 Floating Dry Dock at Galveston, Tex.

Since beginning docking operations, on November 13, 1919, 25 vessels have been docked for cleaning, painting and repairs at the plant of the Galveston Dry Dock & Construction Co., according to H. A. Treat, manager. Ten of these vessels have an aggregate gross registered tonnage of 65,000 and an aggregate deadweight tonnage of approximately 100,000. The company owns and operates a floating dry dock of 10,000 tons net lifting capacity. This dock can be divided for the purpose of handling smaller vessels into one dock of 6400 tons and one of 3600 tons net lifting capacity, respectively.

The length of the dry dock is 523 feet 6 inches over the keel blocks. The length of the wings or side walls is 462 feet 6 inches. The dock has a clear width between the wings of 84 feet, and is designed to take a draft of 22 feet over 4 feet keel blocks at mean low tide. The dock, when divided into two sections, forms two separately operating units, each of which forms a complete dock in itself.

The dock is of the pontoon type, designed by Wm. T. Donnelly, consulting engineer, No. 17 Battery Place, New York city, having continuous steel wings with wooden pontoons connected to the walls or wings by steel links and pins in such a way that any pontoon can be quickly detached and docked upon the remaining part of the dock or elsewhere for examination and repair.

Fourteen 12-inch horizontal centrifugal pumps, driven in groups of seven by two 200 horse-power electric motors of the slip-ring type, with armature resistance and having controllers so arranged as to operate the motors at five different speeds, are installed in the large section of the dry dock. The motors are supplied with two-phase 60-cycle alternating current at 220 volts, furnished from central power station in Galveston by means of submarine cable submerged under the Galveston channel, the site of the plant of the Galveston Dry Dock & Construction Co. being on Pelican Island, on the north side of Galveston channel. The small section of the dry dock is handled similarly to the large section by means of eight pumps driven by two 125 horse-power motors.

The pumps are arranged to deliver the water directly overboard from the pontoons through a gate or controlling valve operating below water level. This makes it practical to control pumping both by regulating the speed of the motors and by regulating the opening of the discharge valves. The discharge valves are also used for the entrance of water into the dock, thereby flooding and sinking the dry dock.

The capacity of the 22 pumps on the entire dry dock is sufficient

to raise a capacity-sized ship on the dock in one hour, and in doing so they will handle approximately some 17,000 tons of water.

The construction of this dry dock, together with pier work, wharves, dredging, repair plants, etc., was begun in May, 1918, the work being prosecuted largely under war-time conditions. The first vessel was docked on November 13, 1919.

The pontoons of the dry dock were built of long-leaf yellow pine lumber by the Missouri Valley Bridge & Iron Co. of Leavenworth, Kans. The steel wings were fabricated by the Texas Carnegie Steel Association of Galveston, and were erected by the Missouri Valley Bridge & Iron Co. All machinery and equipment were installed by the Missouri Valley Bridge & Iron Co. The pumps were furnished by the American Steam Pump Co., and electric motors by the General Electric Co.

The Galveston Dry Dock & Construction Co. operates also a 100-ton marine railway and a repair plant for repairs of all nature to vessels, both on and off dry dock, including well equipped machine, boiler, blacksmith, plate working, carpenter shops, etc., and undertakes to perform all manner of repairs to vessel's hull, machinery and boilers.

### Want Brick Manufacturer to Establish Plant.

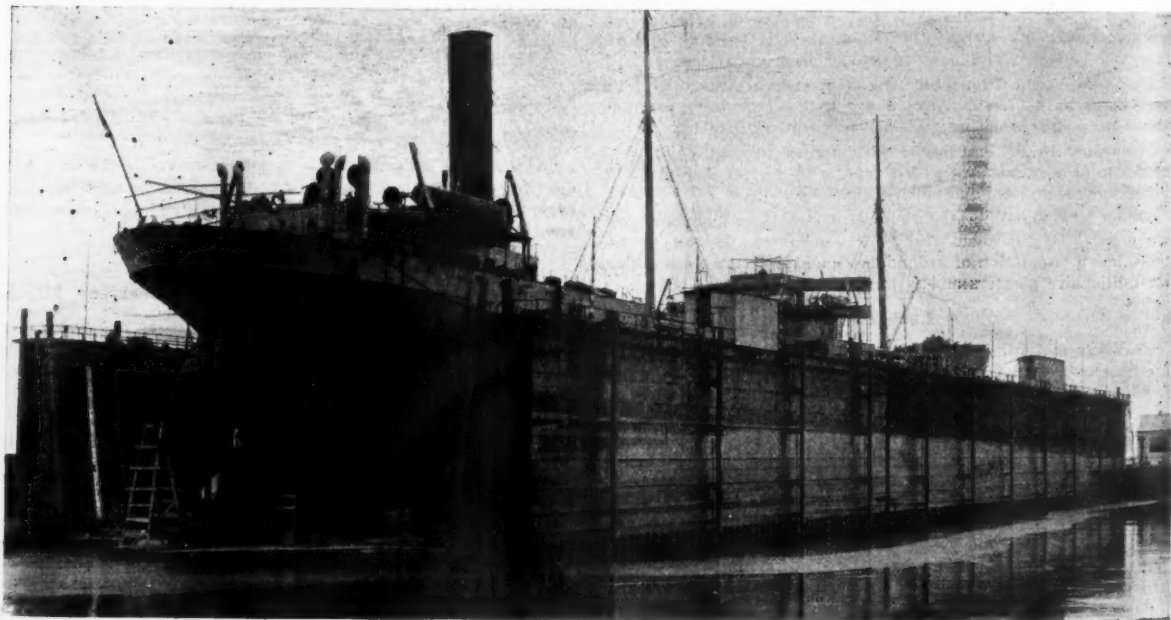
H. L. UNDERWOOD, Secretary-Manager Chamber of Commerce of Bowling Green and Warren County, Bowling Green, Ky.

Bowling Green, Ky., is now the center of the Southwestern Kentucky oil development. Hundreds of people are unable to get homes or rooms. A company has just been launched that will begin at once to construct 100 homes, all of which can be sold, even before completion. I am writing to ask that you put me in touch with a competent, practical brick manufacturer who would join local people in starting an up-to-date concern with all modern approved appliances.

We are compelled to bring in the brick used in this county from Louisville or Nashville. An enormous amount of building is contemplated this year. It is an opportunity for the right people, and we ask you to put us in touch with them. Our clays are first-class. The city has now about 15,000 people, and is on a veritable boom, hundreds being turned away for want of accommodations.

### \$500,000 Hotel Projected for Florence, S. C.

A \$500,000 hotel is proposed for Florence, S. C. The Chamber of Commerce and leading citizens of Florence are behind the project, which will be largely financed by local capital. Further details will be announced later.



S. S. DIRIGO UNDERGOING REPAIRS AT THE 10,000-TON FLOATING DRYDOCK OF THE GALVESTON DRY DOCK & CONSTRUCTION CO., GALVESTON, TEX.



# Achievements of First Annual Meeting of American Cotton Association

[Special Correspondence Manufacturers Record.]

Montgomery, Ala., April 14.

With practically every one of the 15 cotton States represented as well as many other States which are intensely interested in the growing of cotton, the American Cotton Association closed its first annual meeting in the city auditorium here this evening. Not only was the meeting attended by delegates from the several cotton-growing States, but Governors, United States Senators and Congressmen, as well as some of the most prominent manufacturers of cotton machinery were in attendance. The keynote of the convention was struck on Tuesday morning, when J. S. Wannamaker of St. Matthews, S. C., president of the American Cotton Association, made his annual address. In this he stressed the necessity of a warehouse for cotton for every cotton-producing county in the cotton belt sufficient to hold the cotton crop, so that it could be held instead of 70 per cent being sold in the short harvesting period of three months, as heretofore, the remedy being the promoting of direct sales and co-operative buying. He also urged the co-operation of the ginner and the securing of licensed graders, who will pass on the cotton placed in a warehouse and sold. He urged the cotton States to put into effect legislation similar to that passed in South Carolina, creating a warehouse board and placing cotton on a strictly business basis. He wants railroads to place sheds over cotton platforms and the National Government to create a Board of Awards and Hall of Service for the commemoration of the names of those rendering signal service to the various lines of agricultural development. The direct marketing of cotton both at home and abroad means simple justice to the producer and the consumer, he stated, and he urged the national board and other officials of the association to take steps to this end. He also urged better baling of the product.

The convention was welcomed by Governor Thomas E. Kilby and Mayor W. A. Gunter, Jr., of Montgomery, while Commissioner of Agriculture J. J. Brown of Atlanta, Ga., responded.

A number of interesting exhibits of cotton machinery and cleaning processes were shown.

In summing up the achievements of the convention, President J. S. Wannamaker stated that it was a most wonderful success, and that it had accomplished results which will be felt in years to come not only by the cotton producer, but by the handlers on up to the manufacturers.

"It has entirely changed the producing side of cotton from the planting of the seed; from the time it leaves the producer until it passes into the hands of the manufacturer. In other words, not only the cotton industry, but the agricultural interests of the South are put on a business basis.

"Thirty committees, each composed of men best fitted for their special duties of committee work, were in continuous session, discussing and arranging to put into effect beneficial changes in practically every line of the cotton industry and commercial life of the South. As a result of this work improved methods of farming, resulting in business-like operation, will be instituted. This includes seed improvement, a complete systematic arrangement of forming corporations for warehousing and co-operative marketing with financing the same in time for the handling of the crop of 1920.

"The ginner will put on a campaign for erection of warehouses at the gins in addition to the warehouses they already have, and prevent the placing of the baled cotton on the ground.

"The colleges fully appreciate the need of professional men to handle the marketing, fibering and stapling of cotton, and four colleges have already established short courses to perfect men for this work by the time that the new crop begins to come in. This change in curriculum will be put in force throughout the cotton belt through a joint arrangement with the United States Agricultural Department. This arrangement will ultimately mean that every bale of cotton will be graded that goes to a warehouse, but that every bale that is sold will be handled by licensed graders. The sale will be spread over a period of 12 months instead of the short-selling season of the present day, and only

sold to a man when there is a legitimate sale at a profitable price to the producer based on supply and demand. This will result not only in a saving of over \$2,000,000 per annum to the producer, but will be the means of saving him a considerable sum by direct sales both at home and abroad.

"The six permanent changes as a result of the convention are: Improving of seed, improving of baling methods, warehousing, grading, financing and marketing, recognition of the commercial side of cotton production by the agricultural colleges to include a course regarding the business side of cotton."

Col. Harvie Jordan of Georgia, one of the national officers of the American Cotton Association, made the following statement:

"During the past 25 years I have attended hundreds of cotton conventions in the South, and, without a single exception, I regard the convention held this week at Montgomery the most remarkable in my experience.

"In attendance the conference was unusually large.

"In close attention to business, and in whipping into tangible form the large number of splendid economic measures, the officials and delegates accomplished an enormous amount of work. Harmony of thought and action were conspicuous in the results obtained. The distinguished speakers who addressed the conference from all parts of the nation during the various sessions seemed to be guided by a single purpose, and that, to promote and endorse the various economic reform measures advocated by the American Cotton Association.

"Oratory gave way to sound, conservative and constructive thought. Economy and efficiency in the future hauling, handling and marketing of the American cotton crops found leading expression and emphasis in every measure discussed and acted upon.

"Better baling was recommended through the medium of high density gin compression and emphatic endorsement of the Randall Bill in the United States Senate to secure preferential votes on cotton transportation by tonnage loadings at initial points of shipments.

"Closely woven burlap advocated as a covering for cotton bales and the sale of gin-compressed cotton by the net weight contracts.

"Better handling found expression in the endorsement of a South-wide county campaign for the prompt construction of warehouses in which to store the crops and save to the cotton industry the enormous annual losses from country damage.

"The warehouses to be bonded under State or Federal laws and to be placed in charge of competent licensed graders and staplers, to protect and safeguard the interests of the growers.

"Better marketing methods are to be developed through the creation of co-operative cotton marketing systems, which are to be outlined by a special committee and urged upon the acceptance of the growers throughout the cotton-growing area of the United States. These were the outstanding constructive measures of the association which received the unanimous endorsement of the convention.

"The association has now become a powerful organization complete in every detail and combining the official associated co-operation of every cotton-producing State in the nation.

"The many hundreds of delegates making up this notable conference of strong and forceful activities, embraced leading farmers, merchants, bankers, warehousemen and ginner.

"The co-operation of the women of the South in the forward work of the association was brought into actuality by the unanimous admission of women into full membership of the association.

"The evolution of the cotton industry through the realization of the economic reform measures of the association will not only be of incalculable benefit to the cotton-growing industry, but to the entire cotton-consuming population of the United States and the world at large.

"I am firmly convinced that the American Cotton Association has been established upon a safe, sound and stable foundation.

"That it will receive the united support of the people of the South in every avocation and rapidly grow into the most powerful and beneficial organization for the uplift of moral life through-

out civilization there is no question of doubt. Its success will mean a greater and richer nation through a more prosperous and progressive South."

Mr. W. G. Turner of Memphis emphasized the following points as the most important enactment of the American Cotton Association:

1. Methods of financing cotton so as to insure prices to be governed, as is the case with all other farm products, by the natural laws of supply and demand.
2. Methods for erection and operation of warehouses for the protection of cotton and avoid its damage and in which cotton may be stored and negotiable warehouse receipts issued for such stored cotton, so as to enable the producer to hypothecate such warehouse receipts as the very best security known as a collateral for a loan, and thus enable him to withhold his cotton from the market until the natural law of demand functions and seeks release of his supply of cotton.
3. The endorsement of gin compression as a method of packing the bale at the point of origin and thus enabling the producer to economize railroad equipment and warehouse space.
4. The endorsement of a process for the elimination of foreign substances in cotton and objectionable color, so as to materially advance its grades and thus enormously increasing values without in any manner impairing the spinnable quality of the fiber.
5. The endorsement of Senator Ransdell's bill directing the Interstate Commerce Commission to allow a just differential in freight rates for gin-compressed cotton on the same identical basis as is at present accorded the differential in freight rates for compressed cotton, as all railroad equipment tendered for loading with gin-compressed cotton can be always loaded to equal or better capacity than can those cars be loaded with compressed cotton.
6. The endorsement of a method of dipping cotton for the purpose of making a bale of cotton immune from a flash fire hazard and very greatly preserving it from country damage if exposed to the elements.

### Upon the White Man, Not the Negro, Depends the World's Cotton Supply.

By W. W. MORRISON, New Orleans.

There is a great revolution going on among those who perform the manual labor in making the cotton crops of this country. It is fundamental. It began before the war and was accentuated by the war. While it involves the masses, it is based entirely upon individual initiative. Its tendencies, therefore, are individualistic rather than socialistic. It had its origin in a new vision of the laborer, and has been sustained by his growing confidence in the ultimate realization of that vision. He sees in the future a home that appeals to his pride, an outlook that appeals to his ambition and a greater independence and the exercise of a greater power in directing his own affairs and the affairs of his country.

The negro is a negative element in this revolution. Keep that in mind. As a matter of fact, the importance of the negro in producing the cotton crops is vastly exaggerated. He produces now only about 25 per cent of the agricultural products of the South. We can visualize more accurately his lack of importance if we recall that since the Civil War the white race in the South has increased very much more rapidly than has the black race, and that in the great States of Texas and Oklahoma the negro makes up only about 10 per cent of the population and contributes a considerable less percentage to the agricultural labor of these States.

The revolution is, therefore, essentially a white man's revolution. The pride, the ambitious aspirations, the reaching out for greater independence and greater power, which informs and directs the revolution are all in keeping with the records of the white man. These are very wonderful qualities. They have made the white man's history a very wonderful history during the last thousand years, and they are destined to bring about a very wonderful change in the manner of producing and marketing the cotton crops of this country. That is the most logical interpretation of the revolution. It may be ignored, but ignoring it cannot stop it.

One result of this revolution that is notably conspicuous is the tendency to abandon the cotton farms by the strongest and most efficient labor. This has left the production of cotton more and more to the weak and inefficient. Herein lies the most potent cause of all others which, in late years, has brought about a decrease in the crops dangerously below the normal needs of the

world. During the last five years this decrease has been something like 13,000,000 bales for the period. After making due allowance for the lack of fertilizers, a possible difference in the activity of insects and in climatic conditions, there still remains a large share of this shortage that cannot be reasonably accounted for except on the basis of general inadequacy in cultivating and harvesting the crops, due to the weak and general inefficiency of the labor supply.

However, abandoning the cotton farms by the white race is only temporary. Cotton is a great world necessity and growing it is a great world business. This combination will continuously appeal to the constructive genius of the white man and his ultimate return to cotton production is logical, since it is in line with what has been the traditions of the race since immemorial times. It is well to emphasize here that this return of the white man stands out as the only dependable hope of shielding the world from a great calamity. For it is through the resourceful initiative of the white man alone—not the negro—that there are any reasonable prospects of waging a successful war upon those hostile agencies that now threaten the production of cotton from every side.

While it is most urgent for the world to recognize the importance of bringing the white man back to the production of cotton, it is also just as urgent for the world to recognize that he will not come back upon his own terms. This, too, is in keeping with the ancient traditions of the race. It is safe to assume that these terms will be based wholly upon his own concept of what his services are worth to the world. One thing is certain—neither the dictum of an alien press, nor alien economists, nor false issues projected into the market news will ever again influence in any appreciable degree the price of American cotton so long as it is in the hands of the American producer.

It is practically certain that the white man would concentrate his energies on increasing the yield rather than on increasing the area; hence it is reasonable that the effect of his return to growing cotton would be toward reducing the cost of production. While he would probably realize out of the crop far more than the producers ever realized out of it in the past, the tendency of his return would really be to make cotton cheaper for the consuming world. Until the white man does come back, however, it is almost certain that the supply will continue to grow scarcer and the price continue to go higher.

### Cotton Prospects in the Salt River Valley.

The cotton acreage this year in the Salt River Valley district of Arizona is approximately 210,000, against 92,000 last season. The proportionate yield, however, is expected to be somewhat lower this season because much of the new acreage is not suitable to cotton culture.

### For Phosphate Mining and Fertilizer Manufacturing.

With an authorized capital stock of \$2,000,000, the Carolina Fertilizer & Phosphate Co. of Raleigh, N. C., has been chartered for mining phosphate and manufacturing fertilizer. W. M. Moore of Goldsboro, N. C.; N. T. Patterson of Coats, N. C., and T. J. Norfleet of Newberry, Fla., are the incorporators.

### Competing With American Rice.

J. B. NOBREGA, Manufacturers' Representative, Georgetown, Demerara, British Guiana.

Canadian merchants are arriving here in great numbers; they are making this part of the world their winter resort, and from the various newspaper clippings sent you can judge for yourself the great interest they have taken with regards to our beautiful country and its products. The Canadian millers are purchasing "paddy" (unhusked rice), to be milled into rice in the Dominion, and several large shipments have already left these shores through a local exporter, and they are therefore in a position to compete against the American rice, of which Canada was a very large importer.

### Six Days of Labor a Necessity.

POUNCEY PAVING AND CONSTRUCTION CO., B. C. Pouncey, Proprietor, Memphis, Tenn.—Your editorial of April 8, so vividly expressing my views, that I must say to you that it is hoped that some influence will act on the minds of the people that will make them feel the necessity of six days, honest toll in order that they may enjoy the seventh in rest.

# Boll-Weevil Poison

## GOVERNMENT'S LATEST RECOMMENDATIONS, BASED ON EXTENSIVE FIELD TESTS.

By C. A. WHITTLE, Atlanta, Ga.

Calcium arsenate of the right kind, properly applied, is profitable. This is the conclusion of Government experts who have been working on boll-weevil poison methods for several years.

Prof. B. R. Coad of Tallulah, La., Station of the United States Department of Agriculture, has just written a bulletin giving his latest observations and conclusions, which bulletin is in the hands of the Government Printing Office, but previous to its appearance Professor Coad has been willing to allow the substance of it to be given out for the guidance of the Southern farmer in making plans for his cotton crop this year.

The experiments with calcium arsenate thus far have been carried on in Louisiana, Texas, Arkansas and Mississippi, much of the cotton being grown on rich delta lands, where weevil infestation is favored by the heavy vegetative growth, the slowness in the maturity of cotton and by a moist, warm climate. But in spite of these factors favoring the maximum damage of the weevil, Professor Coad has been willing to allow the substance of it to assume that with a productive soil and fairly severe infestation an average saving of 500 pounds of seed cotton per acre is not at all remarkable. As much as 1000 pounds has been saved.

The cost of applying calcium arsenate will vary considerably, depending upon the size of the cotton plants, the number of times it may be necessary to apply, the poison and the cost of supervision, but experience has shown that the cost may vary from \$6 to \$12 per acre during a season. The cost, therefore, is far from equalling a reasonable expectation of returns where the poison is applied according to instructions.

### How to Poison the Weevil.

It has been found by Professor Coad and his co-workers that the greatest profit is derived by making poison applications when the weevil injury to the forming squares begins to get ahead of the normal shed of cotton, which usually occurs when 10 to 15 per cent of the squares of the plant are punctured.

Sufficient applications should then be made to keep the weevils from destroying more than 25 per cent of the squares. Much better results are obtained by applying the poison at three to four-day intervals during a 12-day period immediately following the time indicated. Experience has taught that the weevils and their progeny can be thoroughly controlled for the season during that time. But if weather or other conditions make the intervals between applications five to six days, then more applications of poison have to be made because the weevils have gained too much during the longer intervals. Whereas three applications would suffice under the first plan, it would take four or five to control the weevils sufficiently under the latter schedule.

It has been found that it will require from five to seven pounds of calcium arsenate to cover the cotton plants thoroughly. The more skilled workman will do the job satisfactorily with the smaller amount.

### When to Apply the Poison.

The time of day at which the poison is applied is of great importance. It must be put on while there is dew on the cotton plants, since the object is to poison the dew from which the weevil gets its drinking water. Therefore, it is necessary to dust the cotton when there is a heavy dew formation and a still atmosphere. When there is little or no dew and a wind is stirring, the success of the application is quite uncertain.

Rain is not necessarily detrimental to the success of the poisoning. In fact, it favors it up to a certain degree, but a heavy drenching rain, of course, washes off the poison, and it must be put on again as soon as possible, or within 24 hours.

Intelligent supervision is absolutely necessary. Success cannot be expected when the materials and machines are turned over to the average tenant with no other direction. When to begin spraying, how often, how to know whether the material is being put on thoroughly enough, and when to stop spraying are matters for a person to attend to who is capable of understanding thoroughly what is required.

On account of the expense of the larger types of spraying ma-

chines there has been a tendency among farmers in places to purchase dusting outfits co-operatively. Professor Coad advises against this, on the ground that the period of poisoning is brief, weather interference is likely, and every farmer will probably want the use of the machine at the same time.

### Dusting Machines.

The dusting-machinery problem is not solved to the entire satisfaction of the perfectors of the poison method. They recommend the small hand gun for small farm operations of 25 acres and under, and the more expensive large machines for farming operations above 75 acres, but they know of no machine cheap enough to recommend for areas between 25 and 75 acres. They report, however, that they have designed a machine of intermediate price that will more generally meet the requirements than any now on the market, but they do not hold out any prospects that they will be produced in sufficient quantity to help out materially during the 1920 season.

Two hand guns are recommended for a 25-acre cotton patch. These cost from \$15 to \$25. The wheel tractor, or cart machines, are being put out from \$200 to \$500, while some large power sprayers costing \$400 to \$500 have been used on large plantations.

### Productive Soils Necessary.

In view of the fact that the purchase of the calcium arsenate and the necessary dusting machine, together with the cost of the labor and supervision, add to the expense of producing cotton, Professor Coad says that it hardly seems advisable to attempt to grow cotton and use poison unless the soil would produce or be made to produce a half a bale or more of cotton per acre in the absence of the boll-weevil.

### Cautions.

Calcium arsenate is not highly poisonous, not as much so as paris green, but certain precautions are necessary to avoid possible danger. Precautions should be taken to avoid inhaling it in large quantities. The hands should be washed before eating after working with the poison. After a day's or night's work with the dusting machines a bath should be taken. The horses used in the field should be muzzled, the fowls should be kept out of the treated fields for a time, and livestock in general should be kept from grazing where the dust has settled until after the rains have washed it off. There is no danger in pasturing the cotton field in the fall where poison has been applied if rains have fallen in the meantime.

In their eagerness to grow cotton this year a good many farmers are reported to have purchased calcium arsenate without first having obtained a dusting machine. Professor Coad says: "The best advice possible is that unless satisfactory dusting machines, especially adapted to this purpose, can be secured, it is better not to attempt to poison, as the chances are very strongly against the success of the operation."

The farmer who has bought his calcium arsenate and is unable to get a proper machine with which to apply it may keep the preparation until next season. If it is kept in a dry place it will not deteriorate. If it becomes damp it will cake and therefore be useless.

### One Kind of Poison Only.

The specifications laid down by Professor Coad and his co-workers as to the kind of calcium arsenate are stressed as being essential to the success of the poison. It will burn the cotton leaves if it is any stronger, and will not kill the weevils if it is any weaker. The farmer, of course, cannot determine whether the poison has not less than 40 per cent arsenate pentoxide, of which not more than 0.75 should be water soluble, the density not less than 80 nor more than 100 cubic inches per pound; he will have to send a sample to a chemist. This Professor Coad advises farmers to do in view of the various kinds of calcium arsenate which have been put on the market and in consequence of the number of chemical concerns rushing into the manufac-



ture. The services of the laboratories of the Government at Talulah, La., are being offered free to the farmer in determining the quality of poisons being sold.

A movement is on foot looking to the establishment of observation stations in the southeastern section of the cotton belt where the conditions as to the kinds of soils, smaller plant growth and more rapid maturity of cotton are different from those of the more western territory.

If calcium arsenate is all that it gives promise of being, it will remove the greatest onus of cotton production under boll-weevil conditions, and that is the back-breaking, expensive picking of weevils and punctured squares.

Many disbelievers already have arisen, a number of them being men who have tried poison but who are constitutionally opposed to advice, especially from the "theoretical scientific fellows." They failed, of course, and have had their inning at condemning it. Others will fail who have taken advice but fail to realize what a particular job it is to make the thing work successfully. But the whole matter is well out of the experimental stage and is well on its way toward wide practical and profitable application.

### British Writer Points Out Evil of Cotton Autocracy in Egypt.

London, March 26—[Special.]—A new phrase has been coined. It is "The Cotton Autocracy." It has been originated by Mr. D. A. Cameron in a letter printed in the Times of today. It seems to indicate that the exclusive growing of cotton carries always with it a curse, unrest, poverty and hardship. Mr. Cameron is not considering the American cotton belt in his letter, but to those familiar with the conditions in the South it might well seem as though he were. His country of reference, however, is Egypt. Mr. Cameron says:

"Generally speaking, the Moslem is not inclined to commerce on a big scale. We and the rest of Europe, Greeks, Levantines, are essentially commercial, and in the course of our military occupation we have overborne the native Moslems of Egypt with trade and have set up an autocracy of cotton.

"Too much of the profit from cotton remains in a few hands or leaves the country for foreign benefit; too little of the land is reserved for the cultivation of corn, vegetables, the kindly fruits of the earth. The lower classes in Egypt do not understand or care for our defeat of the Turk, the conquest of Palestine, or the subsidy of the Hedjaz. They need cheaper food at home, after a war in which they have suffered very much. We have become the policemen of Egypt for the benefit of foreign traders in cotton,

and it only rests with us to follow Biblical example when Pharaoh made Joseph sole dictator of the Delta.

"Under our martial law, no cotton should be cultivated for at least two years, and the whole land should be devoted to cereals, vegetables, fodder, sheep and cattle, from which the natives will derive a greater proportion of bodily comfort than from the cultivation of cotton.

"It is only by such a policy that we can hope to recover the confidence and the sympathy of the natives, among whom we have to live and work. After the turmoil of war the land and the people need rest, recuperation and repose, and, as a paradox, the autocracy of cotton has gradually reduced the native Moslems to servitude. It is possible that our Government cotton deal in the spring of 1918 benefited others rather than the *fellaheen* and poorer townspeople of that country."

### Large Deposit of Glass Sand at Santa Anna, Tex.

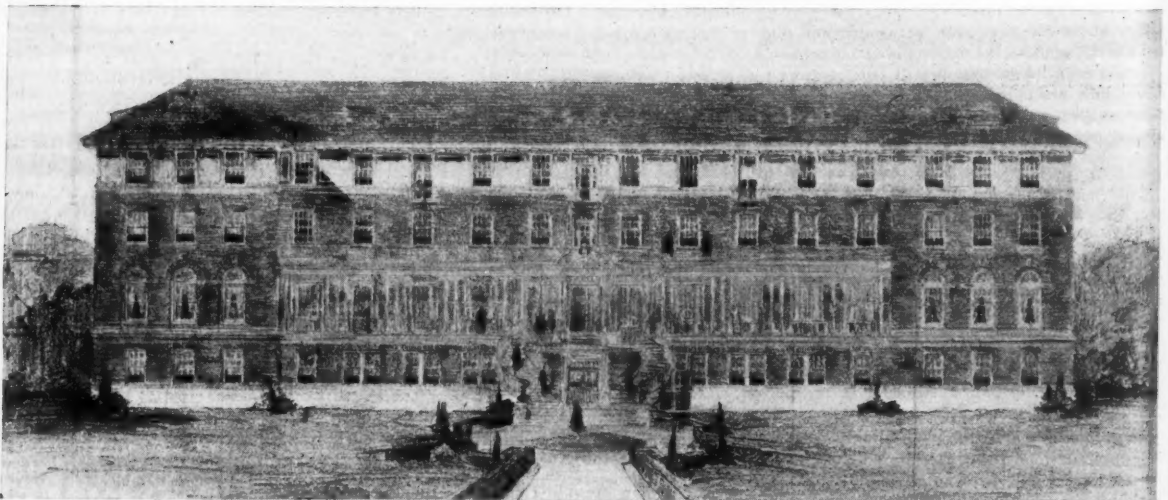
J. C. WELLS, West Texas Chamber of Commerce, Stamford, Tex.

One of the largest deposits of glass sand in Western America is that located at Santa Anna, Tex. This sand assays 99.51 per cent pure glass sand. It is being mined now and shipped to glass factories in West Texas and Oklahoma. A few miles from this sand there is a big deposit of limestone, which is used in glass manufacturing. Natural gas is now sold for industrial purposes in Santa Anna and the industrial rate is low. It would seem that the town offers unusual advantages for glass manufacturing, having almost pure glass sand, ample natural gas, and limestone, and being located on the main line of the Santa Fe System. Parties interested in glass manufacturing might investigate.

### Big Canning Establishment Soon to Be Completed.

Macon, Ga., April 15—[Special.]—The R. F. Willingham Corporation will complete its new canning establishment by May 15, it is announced. Machinery similar to that used in the biggest canneries of the California fruit belt is being installed. Six hundred persons have taken up their residence at the plant, and several hundred more will be employed during the canning season. The company also has extensive warehouses and cold-storage plants, all built on the site of old Camp Wheeler, used during the war for the training of recruits for overseas service. It has a capital of \$500,000.

### GIRLS' HOME BEING ERECTED AT ROANOKE, VA.



Above hotel will be a model structure for the female employees of the Viscose Company of Marcus Hook, Pa. Will contain 144 sleeping-rooms for guests, also sewing-room, library, gymnasium, dispensary, laundry, etc. Steel construction with brick wall and terra-cotta ornamentation. Contractor is D. G. Phipps of Roanoke, Va., under the supervision of Ballinger & Perrot, architects and engineers, of Philadelphia and New York.

## American Motor Prices Reduced in Great Britain, Though Prices of Most Cars Are Being Advanced in America.

[Special Correspondence Manufacturers Record.]

London, England, March 25.

According to the American Chamber of Commerce in London, the General Motors Co., Ltd., of the United States has decided on an immediate reduction in the prices of their standard models. The chassis and cars affected by this decision are the Buick and Oldsmobile, and the company has taken a step which is without precedent in the motor industry, in that it made the reduction retrospective from February 10. Consequently, all purchasers of such cars from that date will receive a very welcome refundment of £70.

The British motor industry has received the announcement with mixed feelings, as the competition it is now facing will be greatly intensified, for, as the American Chamber points out, manufacturers in America have laid down 1,000,000 cars as their export program for this year, and even now there are no less than 174 different makes of cars, excluding three-wheelers and cycle cars, offered for sale to British motorists, of which 75 only are of British manufacture, the rest being of American, Belgian, French, Dutch and Italian origin.

The announcement will, however, be very welcome to the general public as indicating that there is at least one industry in which prices can be reduced, which may to some extent have its effect on the cost of living, since motor transport is one of the factors determining that cost.

### British Coal Owners Make Voluntary Reduction in Bunker Coals in National Interest.

According to the American Chamber of Commerce, an agreement has been made on behalf of the South Wales collieries to supply bunker coals for shipping at substantially lower prices than those at present ruling.

This important step has been taken as a result of urgent representations which have been made to the coal trade as to the present price of bunker coals for liners proceeding to foreign destinations, and in consequence the coal owners of Great Britain have agreed in the national interests to enter into a voluntary arrangement to provide bunkers at a fixed price of 75s. per ton f. o. b. in Monmouthshire, South Wales and the Tyne ports, and 72s. 6d. per ton f. o. b. at Scottish ports. This arrangement will continue until 31st of August.

No reduction in the present rates of freight is anticipated, but the maintenance of the fabulous price of 115s. a ton now ruling would certainly have involved a very substantial rise in export freights at an early date, with a corresponding handicap to the British export trade. A movement to raise the outward rates of freight by 50 per cent was already well advanced, and the seriousness of the situation may be judged by the fact that some shipowners were actually considering the question of laying up their ships altogether.

The reduction, which will cost at least £24,000,000 a year, is likely to create a grave situation, says the American Chamber of Commerce in London, coming at a time when the industry is faced with the demand of the miners for an increase in wages of 15s. a week, which, if granted, will absorb the whole of the £43,000,000 estimated by the Miners' Federation to be the profits of the year. As the industry is being subsidized by profits made on export coal, the miners are suspicious that this is merely a political move designed to adversely influence their case.

### Big British Scheme for Oil Refineries.

The Anglo-Persian Oil Co. is erecting large refineries and storage tanks at Skewen, five miles from Swansea, with the object of making this the distributing center for the West of England.

The crude oil will arrive at Swansea port from the Persian oil ports in the company's own tank steamers, will be pumped direct by means of pipe tracks laid from the steamer holds to the refineries, and thence back again for distribution after treatment. The oil will not be touched by hand throughout the whole process.

The total cost is estimated at £7,000,000, but, says the American Chamber, the value to the community will be enormous, the Swansea Harbor Trust alone deriving between £60,000 and £80,000 a year in respect of dock dues and charges.

### Huge British War Stores Deal—New York Firm Purchases All Surplus Stores.

The British Ministry of Munitions has cleared out its entire stock of surplus factory consumable stores in Great Britain, and, according to the American Chamber of Commerce in London, Messrs. Rownson, Drew & Clydesdale, Ltd., Inc., of New York and London are the purchasers, which comprises over 30,000 different kinds of articles, including 120 kinds of oil alone. The amount involved is £5,000,000, and is by far the largest transaction in the disposal of war material yet carried through, with the exception of the sale to the French Government of the dumps in France and Belgium.

A large quantity of the stuff will be available for export, but under the conditions of sale the goods must be sold in such a manner as shall safeguard British trade and industries producing and dealing in similar goods, and as far as possible equal opportunity to acquire the goods must be given to small as well as large buyers.

### Flaxseed Cargo from Buenos Aires May Mean Beginning of Big Import Trade for Galveston.

Galveston, Tex., April 17—[Special.]—What may mean the beginning of a big import trade with South America through the port of Galveston was the arrival here a few days ago of the steamship Lake El Pueblo, with a cargo of flaxseed from Buenos Aires for shipment to Middle Western points. The steamship was chartered by Munn & Jenkins of Minneapolis, and if the various features connected with the initial shipment prove as successful as is now expected, this port will be made the objective of other cargoes from South America, according to Frank McKelvie, representative of Munn & Jenkins, who came here to receive the shipment. He said that Galveston's position as a port of entry for imports, her capacity for handling and discharging freight destined to interior points of the United States and her ability to compete in freight rates will be checked by means of this shipment.

When the Lake El Pueblo arrived here with her cargo of flaxseed from Buenos Aires it was the first time a ship had ever brought that commodity here from South America. Mr. McKelvie stated that she had in her holds approximately 56,000 bags of flaxseed shipped to this port for the purpose of testing Galveston's shipping facilities. The company normally imports through New York 50,000 tons of flaxseed monthly, according to the representative, and in case Galveston makes good in facilitating the shipment just received there is probability of a large amount of this trade being diverted to this point, he said. In a single week as much as 28,000 tons of flaxseed were said to have been shipped from Buenos Aires on seven ships.

The trade in flaxseed was begun with South America by Munn & Jenkins about six years ago, and importations of the grain were made at first through the port of Baltimore, Mr. McKelvie said. Later the trade shifted to New York, where imports of flax were received until the recent congestion prevailing in that port. Consequently it was decided to try Galveston.

Flaxseed prices are said to range between \$4 and \$5 per bushel at the present time. Last summer the price was quoted at \$6 per bushel. The cost of shipping in cars is somewhat higher than that on other grain, due to precautions necessary to the efficient handling of the commodity. Flaxseed easily sifts through small crevices and cracks existing in a container, and for this reason it is necessary to line the inside of all cars carrying shipments with paper to insure proper transportation. Tariff on the importation of flaxseed is 20 cents a bushel.

### Successful Oil Tests in Vernon Section—Extracting Casinghead Gasoline from Natural Gas Becoming Important Industry in Texas.

Austin, Tex., April 17—[Special.]—Another illustration of the eagerness of oil operators and speculators to take advantage of every possible opportunity to profit by oil discoveries is now being witnessed in the territory adjacent to Vernon, where two producing wells were recently brought in, one situated about four miles north of town and the other 10 miles southeast. Thousands of men have rushed to the scene of these discoveries and each one is frantically trying to obtain a foothold that will enable him to accumulate a fortune in the shortest possible time. Almost over night the town of Vernon has taken on a typical boom appearance. Upon the vacant lots and throughout the outskirts of town tents have sprung up, and the population is increasing by leaps and bounds.

It is regarded by practical oil men that these two successful tests in the Vernon section go toward proving that the trend of the oil producing strata follows closely the course of the Red River. This theory has stimulated wildcatting on both sides of that stream for a distance of more than 200 miles. Although there is some disappointment expressed on the part of operators and refiners over the failure of production to increase as much as was anticipated several months ago, this situation is explained largely by the fact that great difficulty has been experienced in obtaining and installing machinery and equipment not only in the crude field, but in the wildcat areas. Prospects at this time seem to indicate that by the middle of summer there may be two or three and probably more new fields well established, and that the total production of the light crude product in Texas will be much larger than it is now.

The new oil town of Necessity, in Stephens county, has come into prominence by the bringing in of two more wells upon the townsite. That of the Gulf Petroleum Co. shows a production of more than 2000 barrels a day, and that of the Levy-Evans-Jones syndicate an output of about 3500 barrels. At this time there are 20 additional wells being drilled within the limits of the town, while more than 200 rigs are at work within two or three miles of its environs.

In the Ranger field the Texas Company has just added about 700 barrels, with an average production of a little more than 200 barrels each. This decline of potentiality in the Ranger section applies, it is stated, to nearly all of the existing wells and those that are now being completed. It is taken as an indication that the life of this field, so far as big production is concerned, is about over.

In the Desdemona field, which a few months ago promised to exceed in area and output any other field in the State, the production has fallen off to such an extent that comparatively little new drilling is in progress there.

It is the marked decline of the wells in these older fields that is causing the larger companies and many of the smaller independent operators to bend their energies toward developing a supply of crude petroleum in new and as yet unproved localities. Wherever a trace of oil has been found in wells deeper drilling is in progress in the hope that large production may be obtained. This is particularly true all through Callahan, Palo Pinto, Shackelford, Brown, McCullough, Wilbarger and other counties.

The Kemper-Munger-Allen field in Wichita county is now regarded as having big possibilities in the way of production due to the fact that the second well there was recently brought in with a good flow. It is going to take, however, some time to complete enough wells in that area to overcome the falling off in the Burkburnett field. The daily pipe line runs from what is known as Wichita Falls district are now about 95,000 barrels a day.

Extracting casinghead gasoline from natural gas has become an important feature of the oil industry in Texas. Many new plants of this kind are to be built within the next few months, thus adding materially to the gasoline production of the State. It is asserted that there is sufficient natural gas already available in the State to increase the casinghead gasoline output many times over what it is at present.

The Lone Star Gas Co.'s plant at Petrolia is the largest

casinghead plant in Texas. It has a capacity for the treating of 50,000,000 cubic feet of gas per day, with an approximate recovery of 12,000 gallons of gasoline. The recovery in this case is small because of the nature of the gas. The Charles F. Noble Gasoline Co.'s Burkburnett plant has a capacity of 12,500,000 cubic feet of gas with an approximate recovery capacity of 50,000 gallons of gasoline, the gas coming from the oil sands and being exceptionally wet. The Western Oil Corporation has a plant at Burkburnett, which has an approximate gasoline recovery of 10,000 gallons per day. The Magnolia Petroleum Co.'s plant near Desdemona has a recovery capacity of 13,500 gallons of gasoline, the same company having a plant at Olden of large capacity. In Electra there are a number of casinghead plants, the total capacity of which is given as 13,500 gallons of gasoline. There is a large number of smaller plants, nearly every oil field in Texas having one or more.

Recovery of gasoline from natural gas is a large industry in Kansas and Oklahoma. Okmulgee county, Oklahoma, alone has 45 plants in operation. These plants represent investments of \$6,000,000, and the value of their combined product is approximately \$5,000,000 per year. Other Oklahoma oil fields furnish much gas for casinghead plants, the industry proving most profitable wherever there is found to be sufficient gas.

The discovery of methods for the recovery of gasoline from natural gas is giving added profits to the oil business. It has turned a waste product into millions of dollars. Many oil companies have found this added profit equal to the value of the oil produced and many a hole that would have otherwise been abandoned has proved a profitable investment.

The gasoline recovered from gas is very high grade, too high, in fact, to make it available for use without blending it with cheaper naphtha, thus producing standard gasoline. While there is an available supply of wet gas, the new industry of producing casinghead gasoline is said to be exceptionally profitable, a plant of a capacity of 4000 to 6000 gallons per day costing approximately \$150,000 to \$200,000. The expense of operation is said to be small in proportion to the returns.

### Standard Oil Co. \$2,000,000 Refinery at Charleston to Begin Operation This Year.

Charleston, S. C., April 10—[Special.]—Within the year the Standard Oil Co. (New Jersey) expects to be operating its Charleston refinery. In the beginning the new plant will have a daily capacity of 7500 barrels of Mexican crude oil, but the company is known to be prepared considerably to extend the refinery's activities just as soon as circumstances warrant. Gasoline, refined and fuel oil will be manufactured, and it is declared that asphalt and road oils will be produced when it is found that a market exists for these in this section.

Just a year ago the company purchased several market gardening tracts several hundred yards beyond the city boundary, the aggregate area being 127 acres, for which \$235,000 was paid. At once active preparation for beginning construction was made, and by midsummer the actual building of the refinery was well under way. C. O. Meyer was transferred to Charleston to take charge of the construction. Under his direction the refinery is about 65 per cent completed, and steadily progressing.

According to an official announcement, the Charleston refinery will include 12 crude, 6 distillate rerunning and 30 tube type pressure stills, several steam stills, continuous naphtha-treating plant, refined oil-treating plant and their accessories; water pumping and sewerage systems, boiler and power plants and the necessary mechanical shops. Steel tanks, to hold an aggregate of 500,000 barrels of crude oil, will be erected, the oil to be pumped through pipe lines a mile long from the tankers.

While the refinery site and the domestic trade station, for operation here for many years, are separated by other property, it is likely that they will be connected by pipe lines, thus increasing the efficiency of both of these facilities. The Charleston refinery is devised to supply the Charleston and Wilmington territories, but bulk shipments by tankers will be made to Baltimore, Baton Rouge and other Standard Oil stations. With the operation of the Charleston refinery, refinery bulk shipments from Baltimore



will cease so far as the South Atlantic coast is affected, south of Cape Hatteras.

While the Standard Oil Co. has not disclosed its estimates of the cost of the Charleston refinery, it may be said that the refinery, when it begins operation, will represent an investment of \$2,000,000, and that the extensions, which are reasonably certain, will be much greater than this. In fact, it is the purpose of the company to develop the whole of its 127-acre tract for its refinery activities. As the property is served on the east, on the Copper River, by the Seaboard Air Line Railway, and on the west by the Southern Railway and the Atlantic Coast Line Railroad, it has ample railroad facilities. Its own property already operates a network of standard-gauge tracks. Along the western boundary of the property runs the chief highway out of Charleston to the large fertilizer factories, large lumber mills, navy-yard, asbestos and rubber factories, the navy-yard, the Government port terminal, on to Columbia. A double-track electric railway system gives transportation to and from town.

In connection with the refinery, the domestic trade station here has a ground area of 90 acres, its 11 tanks having a capacity of 72,000 barrels of gasoline, refined oil and fuel oil. Two six-inch pipe lines, one for gasoline and the other for refined oil, and an eight-inch pipe line for fuel oil, connect the tanks with the dock on the Cooper River. These oils are brought here by Standard Oil tankers.

The Standard Oil properties are on the Cooper River, where the depth of water is ample at all times. From the harbor entrance up to North Charleston the channel has more than 30 feet at low tide, and evidence of the safety is found in the fact that the steamship Edgar F. Luckenbach was brought into this port with a draft of 32 feet 3 inches on a three-quarter tide. From both the water and the railroad standpoints, the properties of the Standard Oil at Charleston are advantageously placed.

### **Demand for Oil Greatly Exceeds Available Supply— Texas Industrial Plants Making Strong Efforts to Secure Increased Shipments from Mexico.**

San Antonio, Tex., April 10.—[Special].—An enormous increase in the production of crude petroleum in Mexico and Texas is regarded by the fuel oil consumers of this State as the only solution of the problem that now confronts them. At a meeting just held here of representatives of many of the larger industrial plants of Texas which use petroleum for fuel the situation was thoroughly canvassed. While there was some discussion of the advisability of returning to the use of coal, it was the expressed general opinion of those present that to do this would involve an additional expense that would not justify the change.

Government reports on the oil situation were read, showing that the production has increased, imports increased and exports decreased, and yet nearly every person present at the meeting, some of them using as high as 2000 barrels of oil a day, stated that contracts which had expired recently or were about to expire at prices around 75 cents to \$1 a barrel could not now be renewed at any price. Those whose contracts have already expired are now buying on the open market. It was stated unofficially that one large railroad system is now buying oil on the open market, with only a small reserve supply on hand.

About 35 large users of oil, representing properties valued at more than \$150,000,000, were present when the meeting was called to order by Mark F. Postlewaite, chairman of the fuel committee of the San Antonio Manufacturers' Association. Mr. Postlewaite told briefly of the situation, and described it as desperate. Various large users of fuel oil were then called upon, and each speaker described the situation as one of the deepest concern to the public as well as to the manufacturers.

W. B. Head of the Texas Light & Power Co. of Dallas called attention to the fact that the failing supply of natural gas in the northern part of the State, where practically the entire domestic fuel heretofore has been natural gas, would force a big per cent of domestic consumers to use coal when the cold weather of next winter comes on, which was sure further to accentuate the fuel-oil shortage. He stated that many large and small manufacturers in that section of the State also burned natural gas for fuel.

Cotton gins, he said, which are probably at this time making no plans for fuel, were likely to find when they come into the

market that it cannot be had. He favored making an effort to get oil from Mexico, since the question of cars for moving coal would make it very difficult to secure. His company needed 2000 barrels of oil a day, and the equivalent in coal would amount to a trainload.

Secretary C. C. Leel of the San Antonio Manufacturers' Association told of the efforts of the association to get relief and to gather information on the oil situation. A telegram addressed to the Attorney-General at Washington telling of the desperate situation and explaining that immediate relief was necessary was answered by a letter acknowledging receipt of the telegram, and nothing more, he said.

Letters addressed to members of the San Antonio Manufacturers' Association, asking how much oil they were using, when their contracts for oil expired and how much oil they were willing to contract for, brought the information that many contracts have expired and others will expire soon, and that the manufacturers are willing to contract for a total of 750,000 barrels. Letters were then addressed to many oil companies, and all refused to quote any price or to accept any contracts, excepting two, which quoted \$3.10 and \$3.50 on limited supplies.

The Shipping Board was appealed to for boats with which to bring oil from Tampico, but answered that it needed all the boats it had and, besides, had none of shallow enough draft to enter at Port Aransas.

A. R. Ponder, general manager of the San Antonio, Uvalde & Gulf Railway, furnished the meeting a geologist's report, showing that there is an abundance of lignite beds along the line of that road, but pointed out that there have been no open-top cars made in the last three years, and that this shortage of coal cars and the time necessary to arrange for opening up the lignite beds would be a serious handicap in the way of getting lignite for fuel as well as the great cost of transforming plants so as to burn the lignite. He recommended making some effort to get transportation for Mexican oil.

J. S. Peter of the San Antonio & Aransas Pass Railroad took practically the same attitude. He thought attention should be centered on getting a supply of oil from Mexico, and stated that storage facilities for 250,000 to 260,000 barrels was available at Aransas Pass, provided the oil could be gotten there from Mexico and the damage to the terminal facilities there could be repaired so as to get the oil out.

It was brought out at the meeting that contracts now expiring are for oil at 75 cents, 97 cents and \$1 per barrel, and that none of the consumers had been able to renew their contracts at any price and were now buying in the open market. Some of the largest consumers in the State are now buying on the open market from day to day, and are paying \$3.50 a barrel, and in one case \$4 a barrel. Even at this price the oil is hard to get, and some plants are operating on less than full capacity because they cannot get enough oil. Representatives from several ice and cold-storage plants and from light and power plants were present, and all agreed that the situation within a very few months had become desperate.

Charles W. Davis of the Dallas Power & Light Co. expressed the opinion that the present situation was due to the law of supply and demand, the use of oil having enormously increased within a short time, and he advocated transforming plants so as to use lignite or coal. For the most part, however, sentiment seemed to be that some means for getting oil from Mexico was the most promising means of relief, since the enormous cost of transforming plants to use coal or lignite and the scarcity of coal cars presented an insurmountable difficulty.

Robert J. Harding of the San Antonio Water Supply Co. stated that his company had already transformed its plant to use coal and was using that fuel at this time.

### **\$4,500,000 Office Building for Baltimore.**

A large bank and office building will be erected in Baltimore on the lot where the Metropolitan Savings Bank now stands. It will cost \$4,500,000, according to Charles S. Bailey, the new owner of the property. The architect is E. H. Glidden of Baltimore.

Pumps manufactured by an iron and steel company at Frederick, Md., are now being sent to the Philippines and to Mexico.

### Senate Will Investigate Plans to Encourage Building.

Washington, D. C., April 17—[Special.]—The Senate, after consideration by the leaders, today passed the Calder resolution providing for the appointment of a special committee of five Senators to conduct an inquiry during the summer on the housing situation.

The resolution states that the general construction of houses, manufacturing establishments and buildings necessary for the development of the nation's resources, the production of essential materials and the amelioration of existing housing conditions were curtailed by Federal action during the war and are now seriously hampered by an unprecedented demand for consumables and luxuries, which had led capital as well as labor and material into non-productive lines. The committee is instructed to report not later than December 1, 1920, and its inquiry must be directed:

(a) To the existing situation in building throughout the nation; and (b) to the formulation of measures devised to stimulate and encourage construction work, encourage popular investment and secure co-operation between banking interests, transportation and other interests looking toward an increase in construction work.

Senator Calder had previously tried to get action on two other resolutions. One of them provided for the exemption from taxation of the income from mortgages on real estate on an aggregate principal of not to exceed \$40,000. The other was "to create a standard form of investment based on building association mortgages," and was designated the Federal Building Loan Act.

Senator Calder expects that the subject of his two other bills will be considered by the investigating committee, which, it is expected, will also propose other extremely important measures for the encouragement of construction work generally.

### New Sugar Product at Baltimore.

Baltimore will be the home of a new sugar product to be manufactured first in a plant which the Baltimore Pearl Hominy Co. is building. Outlining this important addition to industry, F. K. Gardner, president of the General Food Products Co., New York, writes to the MANUFACTURERS RECORD:

"The syrup that we will manufacture at the plant of the Baltimore Pearl Hominy Co. will be sold under the trade name of Supersyrup, and will find its market largely among those manufacturing concerns that use sugar. It will compete with corn syrup or glucose, as well as with sugar itself.

"The product is in the form of a syrup, and carries a sugar content of from 80 to 90 per cent of its total solids. This sugar content consists of a pure, wholesome and very healthful form of sugar that enables it to take a higher rank as a pure food product than glucose or even cane sugar. Its sweetness is not as great as that of cane sugar, but it is considerably sweeter than glucose. It will be used in the manufacture of candy, ice cream, soft drinks, baking products, condensed milk, tobacco, chewing gum—in short, its use will parallel very closely the use of cane sugar.

"The initial capacity of the syrup plant at Baltimore will be in the neighborhood of 100 barrels daily, and this will be expanded gradually until a production of 300 or 400 barrels has been reached. Our present plans ultimately call for a production equal to the present total daily grinding capacity of the Pearl Hominy Mill, which means a final production of approximately 1000 barrels of syrup daily. It is not the intention to reduce the present business of the Baltimore Pearl Hominy Co. in any respect, and therefore additional plant facilities will ultimately have to be added. We have ample ground space to build up the business to any capacity.

"As a matter of passing interest we also own the plant in Cincinnati, which we expect to have in operation some time within the next six months, which will have an initial capacity of about 300 barrels of syrup daily.

"More or less extensive advertising and sales campaigns will be carried on to introduce the syrup to the consuming trade, and later to the consuming public.

"Additional plants are contemplated, so that ultimately the General Food Products Co. expects to own or control a series of plants which will enable us to supply Supersyrup to the trade at any point in the United States. Naturally, the Baltimore plant forms the nucleus of our plans, and this plant will be used to take care of the large export demand that will exist for our product."

### Equipment for Warrior River Service Being Rushed to Completion.

Birmingham, Ala., April 19—[Special.]—Development of the Warrior River transportation facilities is being pushed. The launching of self-propelled steel barges at the St. Louis shipbuilding plant and of one of the steel tow boats to be placed on the river service marks the beginning of early completion of the additional equipment that is to build up the wonderful transportation facilities of the river. With three self-propelled new barges and two steel boats, the service will afford transportation for many more thousand tons of coal and other freight. Delegations of citizens from Birmingham and the Birmingham district went to St. Louis and to Jeffersonville, Ind., to witness the launchings this week, and within a short while now delivery of the boats will be a fact. Frank T. Hines, director of transportation of the War Department, in charge of waterways transportation of the country, made a trip up the Warrior River the past week and inspected the facilities at Birmingham port and at Cordova. He came into Birmingham and made a personal inspection of the service being given, and was told of the prospects of the future. The business on the Warrior River, he was shown, can hardly be estimated. The Ingalls Iron Works of Birmingham is rushing the work on the steel containers which will be used on the barges in handling freight in inclement weather. The Tennessee Coal, Iron & Railroad Co. is to use the river transportation for much of its steel for shipbuilding at the Chickashaw Shipbuilding & Car Co., Mobile. The coal movements on the river are to be increased as the facilities for handling the tonnage is increased. In other words, the coal operators with mines on the river are confident that they can sell all the coal for which they can get transportation.

### Contracts Awarded for Deepening Houston Ship Channel to Gulf.

Houston, Tex., April 17—[Special.]—Another important step toward making Houston a deep-water port for the larger of ocean-going vessels has just been taken by the awarding of contracts for deepening the ship channel which connects this city with the Gulf of Mexico. These contracts were awarded to the United Dredging Co. of New York and Galveston and the Atlantic, Gulf & Pacific Dredging Co. of New York.

Contract for dredging the first section of the channel, which begins at the lower end of the waterway in Bolivar Roads and ends at Station 86, being 9.3 miles in length, was awarded to the Atlantic, Gulf & Pacific Dredging Co. The third section was awarded to the same company. This section extends from Station 37 to Station 3, and has a length of 6.4 miles.

The United Dredging Co. received contract for dredging the middle section of the channel, which has a total length of 9.3 miles.

The cost of carrying out this project has been roughly estimated at \$1,355,000, being the amount available for payment to contractors by appropriation and bond issue of Houston, according to Colonel Spencer Cosby, officer in charge of the United States Engineer Corps. About 16,000,000 cubic yards of earth will be removed, according to specifications to bidders.

The ship channel is a waterway about 50 miles in length, extending from deep water in Galveston harbor through Galveston Bay, San Jacinto Bay and River and Buffalo Bayou to the head of Long Reach, near Houston. The present depth of the channel is 25 feet, and it is proposed to increase this depth to 30 feet. The old channel width of 150 feet at the bottom will be increased to 250 feet, according to the specifications. The proposed work embraces a distance of about 25 miles.

### \$650,000 Apartment-House for Norfolk, Va.

An 11-story apartment-house, costing approximately \$650,000, is to be erected in Norfolk, Va., the architect being Philip B. Moser. Plans for the structure, which is expected to be one of the finest of its kind, call for an exterior finish of Indiana limestone, brick and terra-cotta.

### Hardware, Chemicals, Metals, Etc.

JOSE M. SERVETT. CORDERO, Colonia 1209, Montevideo, Uruguay—Is seeking representation on commission from American manufacturers for small wares, hardware, chemical products, drugs, metals, wire, etc.

### Rice-Drying Machine Will Save Growers Millions of Dollars, Is Claim.

Lake Charles, La., April 6.—[Special.]—Wilbur Putnam and G. D. Longman of Lake Charles have invented a rice-drying machine for which the claim is made that it will save millions of dollars to the rice growers of the Southwest.

The invention is the result of years of study and experiments carried on in this section since 1913. The first plant for the use of the machine was built at Thornwell, La., last fall. Mr. Longman owns a rice farm of 1000 acres at that place. After remodeling the plant several times and making more than 100 complete tests, the inventors finally produced a perfectly cured rice.

Their method provides for a header, similar to the style used in the North and West for wheat and other grains, which cuts off the heads of rice in the field, elevates the heads into a wagon or header box and from there they are taken to the drier or curing plant.

The curing plant recently completed consists of a building of suitable size, equipped with radiators for steam heating to the desired temperature, circulating fans and a construction that admits of control and adjustment of the air currents and other conditions.

The heads of rice are carried to the top of the building on a conveyor and discharged on to a series of moving racks, the speed of which is controlled so as to keep the rice in a current of heated air the desired length of time before it reaches the bottom rack, from which it is discharged into the threshing machine cylinder, thus forming a continuous stream of rice.

The time consumed in the passage of the rice through the drying machine ranges from 40 to 60 minutes, depending upon the moisture, condition and maturity of the rice. The machine operates as successfully during wet weather as at any other time.

Some of the advantages claimed for the new invention are that the header will cut two acres at the same expense that a binder incurs to one acre, cutting out the cost of binder twine, eliminates all cost of shocking, the cost of pitchforks in the field when threshing, 50 per cent of the team work in hauling to the threshing machine and other expense incidental to the handling of the excess amount of straw. It is estimated that it will produce an approximate saving of 50 per cent in the harvest expense.

In addition to this, the machine has an estimated saving of one sack of rice per acre that shatters off while being handled by the old method. It also eliminates the loss from birds, rats and mice, which, on some rice farms, is considerable. It cleans the land for pasturage 30 to 60 days earlier than now done, decreases the loss from red rice and returns a large amount of straw to the land for soil fertility.

Messrs. Putnam and Longman are arranging for a location for the construction of a plant to manufacture the drying machines. They expect to have several of the machines in operation for the coming rice harvest.

### Drilling for Oil in Florida.

Wells have been drilled for oil in every State in the Union, except in the New England States and possibly North Carolina, South Carolina, Nevada and Idaho, according to a bulletin just issued by the United States Geological Survey. Only 16 States, however, can be called oil-producing. A number of deep wells have been drilled in Florida, the deepest being one near Bushnell, in Sumter county, which was carried to a depth of 3080 feet. This well and one near Waycross, in Southern Georgia, which was drilled to a depth of 3045 feet, are two of the deepest wells in the Atlantic Coastal Plain.

Although the deep wells drilled in Florida have yielded no indications of oil, the interest in the possibility of finding oil there has not been diminished by their failure, but has actually increased with the increase in the prosperity of the State, so that much money has been spent in drilling test wells in areas where oil is not likely to be found, says the bulletin.

If any showings of oil have been found in the wells so far drilled, they were small, and the great thickness of limestone underlying the surface formations in Florida does not encourage an expectation that oil will be found there in commercial quantities, for oil is usually associated with thick deposits of shale, in which it presumably originated.

### Wheat Exports from Galveston Show Great Increase.

Galveston, Tex., April 9.—[Special.]—According to H. A. Wickstrom, chief inspector of the Cotton Exchange and Board of Trade of Galveston, the increase of wheat exports through this port during the month of March over the record for the month of March, 1919, was 489,286 bushels. The increase over February was 23,201 bushels. The total number of bushels of wheat exported during the past month was 639,286, as compared with 150,000 bushels shipped to foreign lands during March of 1919.

Five vessels carried cargoes of wheat from this port during the month of March, three of them destined for British ports. One of the other ships landed its cargo in Havre and one unloaded at Lisbon, which port received the largest consignment, consisting of 187,000 bushels.

During the period since July 1, 1919, an increase of 9,154,433 bushels of wheat exported is noticed over the amount for the same period of the preceding season, the total since last July being 15,084,290 bushels.

Barley was next to wheat in demand across the seas, there being three large cargoes, totaling 244,920 bushels, sent out from this port last month, while none was shipped from there in the same month last year. This was the first shipment of barley to foreign ports since July 1, 1919. The first consignment of rye for exportation out of Galveston since July 1, 1919, consisted of 95,000 bushels destined for Havre.

The steamer Arcadian Queen carried a cargo consisting of 23,836 bushels of wheat from Argentina to Galveston last month, which was unusual, in that little grain is imported to this country from South America.

### American Firm Will Erect Large and Modern Machine Shops in Tampico.

Tampico, Mexico, April 14.—[Special.]—One of the largest and most modern machine shops in Mexico will be constructed here by the Oklahoma Iron Works, an American concern. The company has purchased a site on Buckley Island, across the Panuco River from its old shops, which it will continue to operate. The cost of the proposed buildings and equipment will be more than \$300,000 American money, it is stated. All buildings will be of reinforced concrete and metal sash. There will be a machine shop 50x120 feet, with bays on both sides. A traveling electric crane will run the entire length of the shop and out over the water, so as to handle machinery direct from barge or ship to shop. Apart from the main shop, there will be a foundry, blacksmith shop, boiler shop, welding shop and tank shop.

All tools will be unit electric drive, deriving power from an independent power plant. These tools are all new and of the most modern type, consisting of boring mills, slotters, planers, millers, turret lathes, special oil country lathe and other tools. The forge shop, in addition to present equipment, will have a 2500-pound steam hammer, modern heating furnaces, pipe benders, etc.

The boiler shop will be equipped with bending rolls punch, rotary shears and other equipment. The tank shops will have corrugated rolls, rotary shears, beading tools and other tools to manufacture corrugated-iron tanks, culverts and all classes of sheet-iron work. The foundry will be equipped with two cupolas; one of these has been purchased from J. W. Paxson Company, Philadelphia, Pa., complete with coreroom fixtures, ladles and other accompanying equipment.

The old shop will continue in operation until the new plant is complete, but in the course of six months will be converted into a woodworking plant. On the old site the department located there will specialize in barge and launch building. Power for the woodworking shop will be furnished by the new plant.

On the side of the shop facing the Panuco River there will be constructed a wharf running out to deep water, so that ships can tie alongside for repair work.

In conjunction with the shops there will be a floating shop on the river. This shop will be equipped with two Wilson electric welding outfits. To operate these units, expert welders arrived from the United States. There will be a 500 cubic foot steam driven air compressor, which will operate scaling tools, drills, hammers and other pneumatic tools, shaper drill, pipe machines and bolt machine.



## THE IRON AND STEEL SITUATION

### Iron and Steel Production Much Curtailed by Strike— Market Is Quiet.

Pittsburgh, Pa., April 19—[Special.]—Production of pig-iron and steel in the North, and particularly in the Central West, has been greatly curtailed by the rail strike, a rough estimate being that one-third of the production in the Central West is lost for more than a week. In the East there has been some curtailment, but not as much. While the strike has been on the wane for several days, it will be some time still before regular freight movement is restored so that the iron and steel industry can operate in full.

Steel mills can operate for a few days when they are unable to ship their product, and mills that have regular storage facilities, like the wire, sheet, pipe and tin-plate mills, can operate for quite a while, but a difficulty in this rail strike was that the mills had already some good-sized accumulations of finished product, by reason of the car shortage of the past few months. A much more serious matter to the mills is the supply of coal, while the blast furnaces must have coke. Shipments of both coal and coke have been greatly curtailed, while the Connellsville region has shipped practically no coke, and the Youngstown district generally has received neither coal nor coke. The immediate Pittsburgh district has fared better, as some works have remained in moderately fair operation.

There was fair production of coke in the Connellsville region the first two days of last week, but the coke got no farther than sidings or the yards in the region, there being no movement at all of coke clear from oven to blast furnace. A little coke that was en route was delivered, and there is a large quantity in transit, so that when freight movement is resumed the blast furnaces will get a good bit of coke without having to wait for fresh consignments from the region. A few furnaces had accumulated stocks of coke, by reason of there being so many chances of one thing or another going wrong, and these furnaces have continued in production. The majority of furnaces in the valleys and along the lake front have been banked.

The rail strike has been particularly hard upon the operation of sheet and tin-plate mills, most of these being detached and therefore dependent upon regular shipments of sheet bars from steel mills. The strike has brought out the difference between a concern being self-contained financially and self-contained physically. Thus the United States Steel Corporation is a notable example of a concern self-contained or "integrated," but its sheet and tin mills have suffered from lack of steel just as much as the independent mills that merely buy their sheet bars in the open market. Few if any of the mills had any stocks of sheet bars of consequence, and several of the sheet and tin-plate plants of the Steel Corporation could not even start last week, while others ran for two or three days and then closed. By Wednesday night more than one-half the Steel Corporation's sheet and tin mills were closed, and few are operating today. Conditions were the same at independent sheet and tin-plate plants, except those that are directly attached to steel mills.

The rivers have proved a great help to Pittsburgh in this emergency. The rail coal mines of the Pittsburgh district have produced scarcely any coal since the beginning of last week, while they have shipped to destination practically none, but the river mines have been in full operation, and several plants in the Pittsburgh district have been helped out thereby. The Pittsburgh Steel Co. at Monessen, up the Monongahela River, has been getting coke for its two blast furnaces by river shipments from its Alicia coke works in the Connellsville region, also getting some coal by the same route. The Jones & Laughlin Steel Co., which gets its coal for fuel and coking by water, has also been doing well.

#### Prospective Resumptions.

Since Wednesday night of last week the rail strike has been waning through men returning to work and through volunteers helping out, but it requires considerable time for a full resumption of the freight traffic that affects the iron and steel industry. Passenger service had first to be restored completely, and then the railroads had to turn their attention to the movement of food-

stuffs and perishables. Only now is there a beginning at resumption of such iron and steel industry freight traffic as was interrupted. The first effort is to get Connellsville coke to blast furnaces and coal to the by-product coke ovens and steel mills.

By the time the whole trouble is over and normal operations restored throughout the industry there may have been a loss in steel ingot production of not much less than half a million tons, and of nearly as much in pig-iron production. Such losses are, of course, very serious, from the temporary viewpoint, but on the other hand it must be considered that the iron and steel industry is engaged chiefly in one thing—making up the shortage that existed at the beginning of the year. There had been the iron and steel strike, and then the coal strike, followed this year by car shortage. Prediction had been made in December that it would be July 1 before the shortage had been made up entirely, but that was the longest time assigned. The alternative was that the shortage would never be made up, but would continue until the whole industry became quiet, as it always does sooner or later. Excellent progress had been recorded up to the beginning of April in making up the shortage, production in each of the first three months of the year proving heavier than had been expected, and prospects are that when the rail strike is entirely over production will make still greater records. Set against the production of the current half year, therefore, the loss of output by the rail strike is small, say 2 per cent.

#### Markets Very Quiet.

Generally speaking, the markets have been very quiet in the past week in coke, pig-iron, unfinished steel and finished steel products generally. The rail strike acted as a damper, men becoming disgusted at there being a fresh interruption to orderly production, and being indisposed to attempt to transact business. The markets had already become rather quiet, however, and it may be assumed that there are other and more fundamental causes for the general quietness. In many trade circles there is a feeling that industry is now engaged in cleaning up its business which is of an urgent character preparatory to making a fresh start, and perhaps a start on a somewhat different basis. Nearly everyone is indisposed to make new commitments for the more distant future, a notable exception being the customers of the United States Steel Corporation, who are ready to buy ahead as far as the corporation subsidiaries will sell them. This, of course, is on account of the price, since the corporation adheres to the Industrial Board prices of March 21, 1919, while all the independents are charging higher prices. Last month the corporation's bookings exceeded its shipments by nearly 300,000 tons, or by about 20 per cent. The corporation has orders and contracts equivalent to seven or eight months of production, while the independents do not average half as much. Thus the indisposition of customers of independents to take hold, or to buy except for certain early deliveries, may be due to the prices asked, but the feeling in other trade circles is also one of conservatism.

Business men in Pittsburgh have been much impressed by the Pennsylvania Railroad's loan, 7 per cent 10-year gold bonds offered to the public at 100, and necessarily underwritten at a discount from 100. It is held that if that is what has to be done by an institution like the Pennsylvania Railroad, expansion in construction work can hardly be expected until there is a change in conditions. With money so costly the Pennsylvania and other roads will make imperative betterments only, leaving other work for the future, but meanwhile striving for greater efficiency in operation.

#### Pig-Iron.

Foundry pig-iron is quotable at \$1 advance, or at \$43, valley, sales for early deliveries having been made at that figure, with an occasional transaction at \$44 or \$45. The advance is partly technical, however, as the sales being made are only for early deliveries, while the old market of \$42 was based chiefly upon sales for second-half delivery, and at present there is no demand for that delivery. Bessemer remains at \$42, valley, while basic is quotable at \$41.50, on the basis of sales some time ago.

While merchant furnace costs are higher now on account of the high price of coke, there is still a good margin. One difficulty

is that furnaces are paying higher prices for the coke now being consumed, while they are still making shipments on some old low-priced contracts. The sharp advance in pig-iron in the past few months sent coke upwards promptly, while the old contracts in pig-iron still have to be filled, and thus the furnaces are not profiting by the pig-iron advance as much as they expected.

### Pig-Iron in Great Demand in Birmingham District— Coal and Coke Production Increasing.

Birmingham, Ala., April 19—[Special.]—Southern furnace companies are selling pig-iron about as quickly as they are making it, and the order-books are showing gains in unfilled tonnage every week. Two prices are noted in the Birmingham district, \$38 per ton, No. 2 foundry, 1.75 to 2.25 per cent silicon, by the Tennessee Coal, Iron & Railroad Co., and \$42 by other companies, same grade and same content. Consumers apparently are buying where they can place the business. It is not to be asserted that there is a scramble on to place pig-iron orders, but the furnace companies in the market are able to sell right along. One company is out of the market, but gives \$40 as the price. A peculiar situation is reported in that consumers within stone's throw of one another have purchased pig-iron in this district and have paid different prices for the product, one at \$38 and the other at \$42. The railroad strike of the past week delayed shipments of pig-iron considerably in this district. Furnace companies, upon being notified of embargoes to the West and through the Ohio River gateway, arranged to fill contracts in the South and elsewhere with transportation facilities open. However, there was some accumulation, and it will be another week before the traffic will be steady again.

The Alabama Company has its second furnace at Gadsden in blast again. The Gulf States Steel Co. has blown out its Gadsden furnace for relining. The Tennessee Company is rushing work on the furnace at Ensley, being relined, while the Sloss-Sheffield Steel & Iron Co. will be able to blow in a furnace the early part of May and two weeks later may have another furnace ready. The Tennessee Company will have a furnace at Bessemer ready in May. The Republic Iron & Steel Co. has a furnace ready now, and the Woodward Iron Co. is starting repairing on a furnace. There will be effort made to bring about larger production during the last half of the year, with prospects very bright.

The labor situation in the coal, coke, iron and steel industry in Alabama is showing but little improvement. The coal miners express dissatisfaction with the wage scale and rules governing mining as prepared by the operators, but there is no inclination to cease work. At the ore mines there is satisfaction noted, while the iron and steel workers at the foundries, machine shops, steel mills and other industries appear to be anxious to get in hours under the present wage scale. There is need for a little more labor in some circles, but the general survey shows conditions quite favorable. None of the railroad troubles extended this way beyond the placing of embargoes by local railroads on not only freight, but also on passenger business to the north, west and east while the strike was on.

The extraordinary business in hand with the machine shops and foundries in the Birmingham district is the subject of comment, some of the industries here having contracts that will take arduous work in turning out in several months. While the open-shop plan is the rule, there are many union men being given employment, the wage scale being satisfactory with the overtime amounting to something. Cast-iron pipe trade holds up well, though demand for the larger sizes is still a little slow. Change of weather conditions is being felt in this line. Belief is strong that there will be no dropping in the cast-iron pipe, sanitary pipe and fittings market for some time, and that the melt of pig-iron in 1920 will exceed that of any year heretofore.

Within a short time announcement will be made of completion of a car-building foundry to the works of the Tennessee Coal, Iron & Railroad Co. No authoritative statement is yet forthcoming, but preparations are being made in that direction. All railroads in the Birmingham district are in need of equipment, and it is understood have placed contracts for cars and locomotives, too. If cars were built in the district, there would be standing orders given, it is stated.

The Birmingham district is producing more coke, and a steady market is obtained. The quotations are strong, foundry coke being held as high as \$11 and \$12 per ton. Contracts are being offered for a large tonnage, but producers appear to have as much busi-

ness as they desire right now. However, consumers are pressing their offers. Starting up of 60 of the 120 by-product coke ovens of the Sloss-Sheffield Steel & Iron Co. at North Birmingham during the past week was an event of interest in the market. The intentions of the company are to blow out the beehive ovens at the city furnace plant, a step that was promised the city when the work on the by-product ovens was started two years ago. The other 60 ovens of the plant will be started up within a short while. The by-product coke production in Alabama has been steadily increasing during the last few years, and great saving is noted. In addition to making coke cheaper, the by-products are proving profitable. The Tennessee Coal, Iron & Railroad Co. and the Woodward Iron Co. are both repairing by-product ovens and preparing for long and active operations.

The apprehension of a strike among the union mine workers passes away following a special convention held for three days last week. Announcement is made of a wage scale adopted, besides rules for operating mines, that while differing from that prepared prior to April 1 by the coal operators, are considered very conservative. The mine workers ask for the figures as to coal mined and yardage and day work as fixed by the special commission appointed by President Wilson, which gives the day workers \$1 per day increase and an increase of 20 per cent on all yardage, dead work and room turning and the price for mining mine-run coal, pick and machine, shall be advanced 24 cents per ton. As to the rules governing the operations, the miners are asking the right to belong to a labor organization. The miners ask for the right to a mine committee to be selected from among the employees of the company by the miners, and if differences arise the foreman will be first appealed to and then the superintendent, and if necessary the miners and company select a third man and this board settle the dispute. The miners ask for a contract extending for two years. The wage scale of the operators put into effect April 1, 1920, grants a 27 per cent increase in wages on the scale on October 31, 1919, and provides for the industrial relations committee, each mine to have such a committee. No mention is made of collective bargaining or unionism. The miners make no assertion as to what they will do if their plan is not acceptable, and the inference is that a conservative element controlled the convention and the best of the present situation will be sought, the men to be kept at work.

The coal production in Alabama for the week ending April 10 showed a material increase, the tonnage being given at 323,152 tons, against 277,957 tons for the previous week. The railroad car shortage is the main obstacle to an even larger production of coal. There is demand for all the coal that can be mined, and the prospects are that consumers will lay in coal during the summer to prepare for an emergency that might come on next winter.

The scrap iron and steel market is beginning to show signs of weakness. The consumers are manifesting but little interest, and are buying for immediate needs, where there is any buying whatever done. Some of the consumers are offering prices under the published list, heavy melting steel still being bought at \$5 per ton less than that which is given as nominal price in the list. Readjustments for the week give old material prices about \$1 per ton under what obtained heretofore. Dealers are still holding up supply so as to meet contracts right along. Reports from other centers are to the effect that the weakness of the market is perceptible. No predictions are made as to what is likely to happen here. All foundries, machine shops, pipe plants and other industries using more or less scrap iron and steel have large contracts in hand and will continue in steady operation for months to come. Still, there is a lagging demand for old material.

Quotations for pig-iron and steel scrap in its Birmingham district are as follows:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$38 to \$42; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$40.60 to \$43.60; iron of 2.75 to 3.25 per cent silicon, \$42.20 to \$45.20; basic, \$40; charcoal iron, \$55 f. o. b. furnace.

#### OLD MATERIAL.

Old steel axles.....	\$30.00 to \$31.00
Old iron axles.....	29.00 to 30.00
Old steel rails.....	23.00 to 25.00
Heavy melting steel.....	23.00 to 25.00
No. 1 R. R. wrought.....	22.50 to 24.00
No. 1 cast.....	29.00 to 30.00
Stove plate.....	28.00 to 30.00
Old car wheels.....	28.00 to 30.00
Old tramcar wheels.....	29.00 to 30.00
Machine-shop turnings.....	13.00 to 15.00
Cast-iron borings.....	13.00 to 15.00

## Good Roads and Streets

### National Highway Commission Bill to Be Pushed.

Washington, April 17—[Special.]—Declaring that there has been enormous wastage in the employment of national funds for highway work, Senator Townsend has given notice that while he will not attempt at this time to put through that feature of his highway bill, involving large appropriations, he will within the next few days summon his committee to that phase of his bill which calls for the creation of a national highway commission to take over the powers that are now being exercised by the Bureau of Public Roads of the Department of Agriculture.

In addressing the Senate, Senator Townsend said:

"I have, however, introduced a bill, which has been called to your attention generally, I think, known as the national highway bill. It has received the indorsement of good roads organizations from all over the country. The National Grange and boards of commerce generally favor it. Ordinarily I should press it for consideration at this session of Congress.

"When we had the last measure up making appropriations for Federal aid I then stated that I would consent to that proposition, because it was an encouragement to road building and the only proposition then before the Senate, but I then said on this floor that I did not regard it as a wise and proper course for the United States to follow in expending money in highway construction and maintenance.

"I believed then and I believe now that the Federal Government can be properly interested only in the construction of interstate roads, of roads that benefit commerce, that contribute to the general welfare and to the common defense. There never was a time when roads were more in need than they are at present. The present great emergency that is disturbing the country—strikes on the railroads—could be obviated if we had through systems of highways, and the threatening peril of railroad strikes would be largely robbed of its terrors.

"The bill which I have introduced provides for a national system of highways composed of two roads at least in each State, one running east and west and one north and south, connecting with roads in adjacent States or adjacent counties, these roads to be built and maintained by the Federal Government.

"It provides for a national highway commission, which will take over all of the powers that are now being exercised by the Bureau of Public Roads of the Department of Agriculture. It is to be the business of this commission to lay out, construct, and maintain these national highways.

"I repeat, no one will question the need of these highways, and especially the present need. There is sufficient encouragement throughout the country to warrant embarkation upon this proposition today, but I considered the condition of the Treasury, knowing that it was under great strain, knowing that it would require men who a year ago we were exercised about for fear that they would not find employment after the war, but who today are needed by the agricultural interests of the country very greatly. Therefore, I thought it was not wise to ask that a large number of men be taken out of regular employment and placed upon road work.

"This, I repeat, together with the condition of the Treasury, induced me to postpone pressing the national highway bill for consideration at this time. I have not felt that it was wise to appropriate any more money at this time for Federal aid. Over \$100,000,000 are available, less, probably, than \$13,000,000 of which have been utilized by the States. The existing appropriations for Federal aid will run until the end of 1921, and after that they will continue for two years. So there is money enough to continue the work which has already been laid out.

"But, Mr. President, I am not at all pleased with the way the Federal money has been expended in highway construction work.

"The money, for instance, is apportioned, as Senators know, among the States according to population, territory and mileage of roads. The States put up an amount equal to that appropriated by the Federal Government. The fact is that a great many of the States apportion their Federal-aid money among their counties in the same ratio that the Federal Government apportions it among the States, with the result that we find

little patches of road built here and there all over a State, beginning nowhere, leading nowhere, having no system in view, and being washed away in many instances by the first flood that comes after they have been completed. Sixty per cent of the Federal aid already expended has been devoted to temporary roads. I maintain that present methods of expending Federal aid are wasteful and inexcusable.

"Therefore, I have felt that one of two things must occur: Before I will ever vote another dollar in that direction we must amend the Federal-aid law so that the money shall be expended upon a system of State highways connecting with adjoining systems in other States and maintained permanently, so that the investment may be of some value to the country; or else, at the proper time, I am going to insist as strongly as I can—and that is what I am doing now—that we have a national system, laid out by the Federal Government and built and maintained by it, for the good of the whole country. It will be an inspiration to the States to build State systems connecting with the Federal plan which will contribute to the highest welfare of the States.

"So, Mr. President, I am going to call the committee together next week some time, I hope, to consider not the appropriation of a large amount of money at this session of Congress, but to create a commission and transfer to it the powers of the Highway Commission of the Agricultural Department, and instruct it to proceed to carry out the provisions of Federal-aid laws as they now exist and at the same time map the country for the national system of roads to be constructed hereafter.

"There are before the committee a bill introduced by the junior Senator from Colorado (Mr. Phipps) and another bill introduced by the senior Senator from Oregon (Mr. Chamberlain) having reference to Federal aid. The former bill refers especially to roads in public-land States. Certainly a different condition exists there from that which exists in the other States, and that conditions ought to be given consideration. I propose, with the concurrence of the Committee on Postoffices and Post Roads to proceed to the consideration of this question, and possibly to hold such hearings as may be deemed advisable for the purpose of presenting to the Congress or to the Senate a concrete statement of the conditions as they exist, with a view that the great and pressing need for better highways and a better system of highways may be considered at the earliest possible date consistent with the condition of the Treasury. If you want to promote general prosperity, protect against railroad strikes, and promote the general welfare you will favor such a system as I propose.

"I make this statement, Mr. President, because I feel that it is due the country to know the facts. I take it, Mr. President, that you, as well as myself, are receiving urgent communications on this subject greatly favoring it. I have, therefore, made it as clear as I could as to what course the Committee on Postoffices and Post Roads will take in reference to the matter."

The strike situation and the necessity of the country having a secondary transportation defense line has made it the psychological moment for consideration of a comprehensive highway construction program, and it is the expectation of the proponents of the plan that favorable action will be secured from Congress before adjournment.

### To Open Plant for Manufacture of Insulator Pins—Finds Manufacturers Record Invaluable.

W. P. BICKERS, Crozet Pin & Bracket Co., Crozet, Va.

I am just completing arrangements to open a plant at this place for the manufacture of locust insulator pins, oak pole steps and brackets. The plant will probably cost around \$10,000 to start with, and I expect to turn out about 10,000 locust insulator pins and oak brackets per day.

I cannot tell you how valuable the MANUFACTURERS RECORD is to anyone just starting in the manufacturing business. I am frank to say I have gotten more valuable information from the three copies I have so far received than from several hundred letters of inquiry and months of investigation.

High Point, N. C., needs a good steam laundry, according to the Manufacturers' Club of that city.



# RAILROADS

## Much Railroad Construction in Mexico.

Houston, Tex., April 17—[Special.]—According to Paulino Fontes, director-general of the National Railways of Mexico, who is here to arrange with Southern Pacific Company officials for an interchange of cars between the two systems and to superintend the delivery of 300 passenger coaches and 45 engines which have just been built for the National Railways, the work of rehabilitating the railways of Mexico is making rapid progress. Mr. Fontes said:

"We are now relaying the entire National system with 85 and 90-pound steel rails. A great part of this work has been actually accomplished. The steel used is manufactured by the Monterey Iron & Steel Co., and the type used is similar to that which last year won first prize in the exposition at Madrid, Spain.

"In addition to this reconstruction, we have five important extension projects under way. We are now building a line from Monclova to Sierra Majada, 180 miles, to tap one of the richest mining districts. The line will connect with the American Smelter & Refining Co. mines at Sierra Majada.

"Another line is under construction between Allende and Las Vacas, opposite Del Rio. It will be 90 miles long, and probably an international bridge will be erected at Del Rio, connecting the Southern Pacific and the Mexican lines.

"An important line also building is to connect Durango with Mazatlan. It will be 350 miles long, and will go through the Pacific Mountains. Over 100 miles have been completed. This line opens up a great wheat country.

"A line 30 miles long is under construction between Saltillo and Orient."

Mr. Fontes said that a double daily Pullman service would be inaugurated between Piedras Negras, opposite Eagle Pass, and Torreon as soon as equipment is obtained. He declared that the entire country is being rapidly restored to the conditions of pre-revolution times.

## New Oil Road in Brisk Operation.

Ranger, Tex., April 16—[Special.]—The Wichita Falls, Ranger & Fort Worth Railroad, the new oil fields line being built by Jake L. Hamon and Frank Kell, is now operating trains over 35 miles of its line between Jakehamon and Frankell via Ranger. April 20 is the date for opening the line from Dublin north to Jakehamon to make connections with trunk lines that until now have been denied access to the oil fields of this part of Texas. The new line began its first day's operation carrying freight and passengers to its capacity. Especially in the Stephens county oil fields is the traffic heavy over the line and Frankell, which is the railroad point in that county, is growing very fast, owing to the demands made on that new town as a terminus for heavy shipments destined to the pools in that section, which include the development about Breckenridge and Necessity and the whole Caddo pool. Hundreds of teams and scores of service cars have transferred their operations to Frankell from more distant railroad towns since the operation of the new road began, as the haul from Frankell is 12 miles shorter than from the other towns. The Necessity development extends to the edge of Frankell, and the latter place will be the permanent railroad center for that part of the field.

## New Freight Terminal at Macon.

An improvement planned before the war is about to be made at Macon, Ga., the Central of Georgia Railway having awarded a contract to the George B. Swift Company, contractor, of Chicago, to build new freight terminals in Macon at a cost of more than \$300,000. The construction of these terminals will make possible a better distribution of traffic in Southeastern railroad territory.

## New Equipment.

The Rock Island Lines are reported to have ordered 35 engines from the American Locomotive Co., and the Central of Georgia Railway has ordered 4 mountain type engines from the same builders.

## A Typical Street Railway Report.

The report of the United Railways & Electric Co. of Baltimore for the year 1919, which has just been published, shows the results of the new fare rates last year and the conditions which led to a further advance on January 1 this year. Operating revenues for 1919 were \$14,794,233.53; increase as compared with 1918, \$2,864,532.11, or very slightly over 24 per cent; operating expenses, \$9,192,238.17; increase, \$2,352,415.72, or 34.39 per cent; total expenses, including depreciation, taxes, licenses, etc., \$11,341,210.91; increase, \$2,744,451.36, or 31.92 per cent. Operating income was \$3,453,022.59, or only \$120,080.75 more than for 1918, and \$232,653.81 less than for 1917.

Fares were raised January 1, 1919, from 5 to 6 cents, the new rate prevailing until September 30, when there was a further raise to a 7-cent cash fare, of 6½ cents when fare checks were purchased. The result of this was that 90 per cent of the fares, it is stated, were at the 6½-cent rate, so on January 1, 1920, the Public Service Commission allowed the establishment of a flat fare rate of 7 cents, which still prevails, this to allow for increased costs of operating. The percentage of total expenses to operating revenues in 1919 was 76.66, or 4.60 more than it was in 1918.

On account of decreased income the directors, after the declaration of a regular quarterly dividend in January, 1919, suspended dividends during the remainder of the year as a conservative measure.

Additional equipment, which has been ordered, includes 33 new one-man safety cars for branch lines and 100 trailer cars. More than 17 miles of track were completely reconstructed last year and more than 4¼ miles of extensions were built.

It is now stated that since January 1, 1920, the earnings of the company have shown a considerable increase over the corresponding period of last year and that the number of passengers has increased greatly.

## Sale of a Small Road.

The Hawkinsville & Western Railway, 23 miles long, from Hawkinsville to Perry, Ga., was sold on April 6, it is reported, at receiver's sale for \$75,000 to T. M. Cunningham of Savannah, who bid that sum for the rails, ties, bridge timbers, etc., to be salvaged. The road's engine and two cars were sold to the Georgia Car and Locomotive Works of Atlanta for \$5000. The line has not been operated for some time.

## Country's Coal and Coke Production.

The rate of bituminous coal production during the week ended April 10 was almost exactly the same as that of the preceding week, according to the weekly report of the United States Geological Survey. The total output of soft coal, including lignite and coal made into coke, is estimated on the basis of railroad shipments at 9,773,000 net tons. The year 1920 is within 1,760,000 tons of the record of 1917, has overtaken 1918 and has passed 1919 by 31,525,000 tons.

The production of anthracite during the week ended April 10 recovered slightly from the depression of the preceding week, but failed to reach the level recorded in the last week of March. The total output (including sales to local trade and mine fuel) is estimated on the basis of reported railroad shipments at 1,473,000 net tons. This was an increase of 15 per cent over the week of April 3, when the observance of Good Friday and of Mitchell's Day materially reduced the output. It was, however, 26 per cent less than that of the week of March 27.

The cumulative production since January 1, 1920, now amounts to 23,043,000 net tons, an increase of 2,680,000 tons over the corresponding period last year, when the dull market prevailed which affected the coal trade after the armistice.

Production of beehive coke during the week ended April 10 is estimated at 477,000 tons, an increase of 1000 tons over the revised figures for the preceding week. These estimates are based upon shipments reported by the principal carriers. Because of changes in organization attending the transfer of the railroads to private operation, the returns have in some instances been delayed and the figures presented are therefore subject to revision.

## Seamless Steel Flange Pipes.

VER, BUREAU VOOR HANDELSINLICHTINGEN (Office for Foreign Relations), Managing Director, O. Kamerlingh Onnes, Amsterdam, Holland.—We beg to ask you if you can give us one or more addresses of manufacturers of seamless steel flange pipes (300 mm. diameter).

## TEXTILE

### Du Pont Fiber Silk Co. Organized.

Artificial silk from fiber will be manufactured at Hopewell, Va., by the DuPont Fiber Silk Co. This is a new corporation organized with \$4,000,000 capital through agreement between the DuPont Chemical Co. of Wilmington, Del., and the Comptoir Des Textile Artificiels of Paris, France, which controls large artificial silk mills in France, Italy, Belgium and Switzerland. It has purchased Hopewell buildings formerly used for munitions manufacture, and will install machinery for the production of artificial silk. Leonard A. Yerkes is president, Maurice DuPont Lee, production manager, and Dr. George Rocker, chemical director. The directors include Lamott DuPont, Walter S. Carpenter, Jr., F. Donaldson Brown, F. W. Pickard and others, all of Wilmington.

### Perfection Spinning Co.'s Plans.

Organization has been effected by the Perfection Spinning Co., Belmont, N. C., recently incorporated with \$1,000,000 capital. This company's plans provide for erecting a modern building (details not determined) and installing 10,000 spindles, with accompanying machinery, all this equipment having been ordered. A. C. Lineberger is president; W. C. Wilkinson, vice-president; D. P. Stowe, secretary-treasurer.

### Organized With \$1,000,000 Capital.

Capitalized at \$1,000,000, the China Grove (N. C.) Cotton Mills Co., recently mentioned as incorporated, has organized to build a mill, but no details have as yet been determined. The officers elected are as follows: President, A. C. Lineberger; vice-president, R. L. Stowe; both of Belmont, N. C.; secretary and treasurer, John H. Rutledge of Concord, N. C.

### For Helen Cotton Yarn Mill.

Cotton yarn will be the product of the Helen Yarn Mills, Rock Hill, S. C., organized recently. The company will erect a one-story 205 by 50-foot mill-construction building, costing from \$35,000 to \$40,000, and install 2500 spindles with electric power drive. Machinery costing \$50,000 has been ordered. W. R. Armstrong is vice-president.

### Daily Capacity 500 Dozen Pairs of Hose.

Five hundred dozen pairs of hose will be the daily capacity of the Vance Knitting Co., Kernersville, N. C., organized with \$40,000 capital. This company will erect a 100x40-foot brick building and install 50 knitting machines driven by electric power. M. Vance Fulp is president and James J. Griffith is secretary.

### Russco Cotton Mills Organized.

An equipment of machinery to include 11,856 spindles will be installed for the Russco Mills of Alexander City, Ala. This company has been organized with \$500,000 capital for erecting a mill, and its product will be underwear yarns. Benjamin Russell is president and T. C. Russell is treasurer.

### Plan of Marietta Cotton Mills.

Hosiery yarn will be manufactured by the Marietta (Ga.) Cotton Mills, recently organized with \$75,000 capital. This company will expend \$25,000 to erect a three-story 100x80-foot brick mill-construction building, and will install 3000 spindles with electric power drive. W. F. Hetrick is president.

### Caraleigh Cotton-Mill Additions.

Additions decided upon for the Caraleigh Mills Co., Raleigh, N. C., will require an expenditure of \$150,000. They include improving and extending main plant, building dyehouse and erecting 800-bale capacity warehouse, besides opening-house and lapper-room.

### Corset and Shoelace Mill.

Four hundred dozen gross corset and shoelaces will be the daily capacity of a plant which the Mitchell Manufacturing Co., Portsmouth, O., will establish at Chattanooga, Tenn. The company has secured a two-story-and-basement building with 140x90-foot floor space. It will incorporate this branch with \$150,000 capital.

### Textile Mill Notes.

Lynchburg (Va.) Hosiery Mill Co. will increase capital from \$50,000 to \$100,000.

Magnolia (Miss.) Cotton Mills Corporation will increase capital from \$30,000 to \$80,000.

Swift Spinning Mills, Columbus, Ga., increased capitalization from \$300,000 to \$2,000,000.

An increase of capital from \$800,000 to \$1,600,000 has been announced for the Orr Cotton Mills, Anderson, S. C.

Gault Manufacturing Co., manufacturer of knit hosiery, Union, S. C., will increase capital from \$10,000 to \$20,000.

Chamber of Commerce, Cartersville, Ga., is interested in plan to organize company for manufacturing knit underwear.

E. R. McEachern and associates have chartered the McEachern Cotton Mill Co., St. Pauls, N. C., with \$300,000 capital.

A. P. Snell and associates have incorporated the MacClan Cotton Mills Co., Red Springs, N. C., with \$500,000 capital.

Cedartown (Ga.) Cotton & Export Co. will build laundry, having awarded \$30,000 contracts for building and machinery.

An increase of capital from \$3,000,000 to \$5,800,000 has been announced for the Chadwick-Hoskins Cotton Mills, Charlotte, N. C.

Rocky Face Spinning Co., Stony Point, N. C., has 6048-spindle plant, and recent report regarding its plan for building mill was an error.

Stehli Silks Corporation, New York, will build branch mill at Harrisonburg, Va., as recently stated. All contracts have been awarded.

Aileen Mills, Biscoe, N. C., has been chartered with \$500,000 capital, and succeeds Francis Cotton Mills. This new company's plant has 7860 spindles driven by electric power.

Lauderdale Cotton Mills, Meridian, Miss., will invest \$150,000 for plant improvements to include installing 285 additional new looms and improving homes of eight-acre mill village.

Tubize Company, a European corporation capitalized at \$7,000,000, is reported to have purchased Hopewell (Va.) plant buildings and will install machinery for manufacturing artificial silk.

Madison (N. C.) Hosiery Mills will install 30 knitting machines for plant recently announced, the knitting equipment and power machinery to cost \$12,000. The daily output will be 200 dozen pairs of women's hose.

The branch recently noted as to be established at Reidsville, N. C., by the P. H. Hanes Knitting Co. of Winston-Salem will be a finishing plant. It will be equipped with 75 sewing machines driven by electric power.

Indian Creek Mills, Lincolnton, N. C., recently mentioned as incorporated with \$125,000 capital, succeeds the Indian Creek Manufacturing Co., and D. P. Rhodes is president. This company has a plant with daily capacity 2000 pounds of single warps.

Pauline Mills, Valdese, N. C., noted recently as incorporated, will install 30 machines, with electric power drive for knitting hosiery. The company's equipment will have daily capacity of 100 dozen pairs, and this product will be finished at the Waldensian Hosiery Mills.

Harriss-Covington Hosiery Mills, High Point, N. C., organized with \$60,000 capital; J. W. Harriss, president, and W. C. Covington, secretary-treasurer. This company will erect two-story 80x50 and one-story 77x32-foot mill-construction buildings and install from 70 to 100 knitting machines for hosiery production.

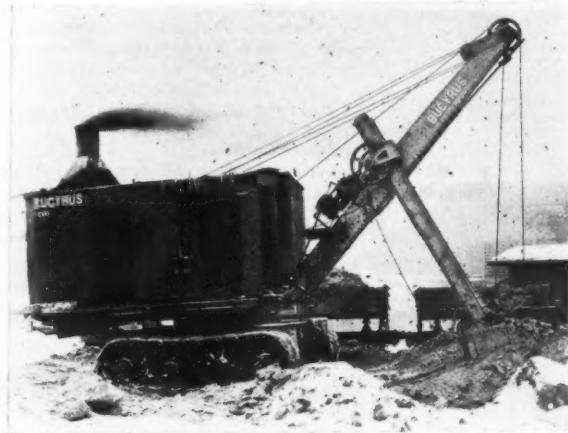
## MECHANICAL

### New Combination Steam Shovel.

A new revolving shovel, recently placed on the market and illustrated here, will be welcomed by contractors. It is, in fact, a universal machine, inasmuch as it may be used not only as a revolving shovel, but, with the addition of a few extra parts, as a dragline excavator, a clam-shell excavator, a locomotive crane, a sewer shovel or (with a long boom and dipper sticks) for work requiring unusually high lifts. It is so designed that these changes may be made with a minimum of labor, delay and expense.

In designing a steam shovel to combine so many features there has always been the danger of attaining this universal scope of usefulness by sacrificing in some degree the power, the speed or some other necessary functions which are essential for a machine built solely for any one of the above-mentioned combined purposes. For instance, it has always been difficult to combine in a revolving shovel the feature of a dragline excavator without attaining this feature at the expense of the digging power of the machine when employed as a dragline excavator. After a thorough study and exhaustive tests, this problem has been successfully solved by the Bucyrus Company, and the 30-B is described as a machine which is 100 per cent efficient in any of its several functions.

As a revolving shovel it carries a 1-yard dipper struck measure. When heaped up, this capacity is about  $1\frac{1}{4}$  cubic yards. Its truck frame will accommodate either caterpillar tractions, traction wheels or railroad trucks of any gauge from 3 feet 3 inches to 5 feet. The weight ranges from 34 tons down to  $29\frac{1}{2}$  tons. It has sufficient ruggedness and ample power for work in clay



THE NEW SHOVEL IN OPERATION.

pits, rock quarries, for mining and stripping operations and, in fact, for almost any class of work ordinarily encountered by a shovel of this type. As a clam-shell excavator the machine will carry a 1-yard clam-shell bucket with 35-foot boom or a  $\frac{3}{4}$ -yard clam-shell bucket with a 40-foot boom. As a crane it has a capacity of  $9\frac{3}{4}$  tons at 20 feet when mounted on caterpillars and 9 tons at the same radius when mounted on trucks or traction wheels. As a dragline excavator it carries a 1-yard bucket on a 35-foot boom, or as optional a  $\frac{3}{4}$ -yard bucket on a 40-foot boom. As a sewer excavator, with a 30-foot handle it will dig a trench 20 feet deep, and with 24-foot handle a trench 14 feet deep. It carries a special  $\frac{3}{4}$ -yard sewer dipper, although the standard steam shovel dipper may be used when the sewer work is not extensive. For high lifts a 26-foot boom and 17-foot handle may be purchased. The caterpillar mounting is recommended for practically any work.

This machine is made by the Bucyrus Company, South Milwaukee, Wis. It is known as 30-B, and supersedes their 18-B  $\frac{3}{4}$ -yard revolving shovel.

## FOREIGN NEEDS

[The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others, from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.]

### Lumber—Cocoon Oil.

RICARDO OTERO, Apartado Num. 858, Mexico, D. F.—My business is dealing in products raised on my plantation. Shipments are made from the following ports: On the Gulf of Mexico, through the city of Carmen, mahogany, cedar, logwood and hard lumber. Port of Vera Cruz, Brazil wood and cocoon oil. Correspondence in Spanish suggested.

### Motor Pumps for Water.

HAZIGIORGIOU & PANTOS, Volo, Greece.—We beg you to kindly give us the addresses of some manufacturers being in position to furnish us with the following articles: Motor pumps for water pumping driven by electric motor, motor and pump to be adjusted on the same shaft. The electric current of these markets is continuous of 110, 220 and 440 volts. We can confirm important orders for this machinery.

### Engine for Motor Cars.

MARCEL DILLANCERA, 235 West 107th Street, New York City.—I am looking for a small motor to be used in the manufacture of a very light motor car by a going concern in Barcelona, Spain. The motor might be a one, two or four-cylinder motor, having a piston displacement of from 1100 to 1600 cubic centimeters. We are not particular about either water or air-cooled motors. The annual production of the plant is 100 cars a year, and orders might be given for 50 to 100 motors at a time.

### Almost All Goods Represented.

ABDOOLKADER NOORHIOY'S SONS, 469 Abdoolrehman Street, Bombay, India.—We trade as export merchants, indentors' agents and makers' representatives with merchants dealing in all classes of goods as per list (except wines and spirits) in Bombay, Karachi, Madras, Delhi, Lahore, Aden, Calcutta, Singapore, Rangoon, Bangkok, etc., and also hold sub-agents all over India and other places. Imports include, according to list: Cotton, woolen and silk piece-goods, prints and other textiles, hosiery, haberdashery, sewing yarns, threads, etc., hardware, etc., iron and steel, structural steel, German silver wire and sheets, zinc sheets, cement, paints, varnishes, turpentine, linseed oils, aniline dyes and other colors, salts, timber, lumber, machinery, automobiles, motorcycles, clocks and watches, glassware, window glass, lamps of various kinds, rubber toys, paper, buttons, boots and shoes, leoneware, Russian imitation and half fine gold and silver thread and French imitation or ordinary and fancy real laces, bullion spangles, etc. Many articles of India are also exported.

### Wire, Gas and Water Pipes, Railway Cars.

D. BLUMANN, Inhaber: Wilhelm Blumann, 6, Postgasse, Vienna, Austria.—One of the first companies of this city, owner of plants in Austria, a very good funded establishment, part of one of our important concerns, with a first-class bank as support, able to give any security which may be asked, is in want of rolled steel wire in quantities of 10 to 20 carloads, or even more, monthly,—sizes 5 to 8 mm. with a content of 0.40 to 0.80 C, as little of S. and Ph. as possible, and the usual content of Mn. between 0.5 to 0.8. Also electro steel wire and rolled iron-wire, as soft as possible, all used for the fabrication of finished wires for manufacturing all kinds of steel ropes. Rolled wire of aluminum, 9 to 10 mm., is wanted in similar quantities for manufacturing telegraphic wires. The material will be finished here, or will be worked to drawn wires, steel ropes, etc., and in return to balance accounts will be delivered as much finished goods in value as the value of the first material which has been sent from America may have been. The company is in position to pay with drawn wires, with steel ropes for all kind of purposes, with steel files for technical use in machinery building works, for hardware store or for wood industrial uses.

The owner of a first-class and well-known ancient industrial establishment of Vienna proposes the following business: Gas and water tubes and fittings of all kinds. These goods are sold here about 1000 per cent higher than they were before the war. A quantity of 100 carloads could be placed for immediate sale.

An important company also of this city, with a capital sufficient important for the business they have before them, is making an inquiry for 100 tank cars of 1800 liters capacity each and for 300 to 400 merchandise cars of some closed and open, the open ones of 20-ton capacity, the closed ones of 15 tons capacity, half of the open cars to have brakes, and from 25 to 30 per cent of the closed cars to have brakes. Cars to be of usual continental types and width of tracks. There would also be bought old cars if their condition is good. Prices, quote all c. l. f. Rotterdam.



# Construction Department

## EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

## DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Bridges, Culverts and Viaducts.

Ala., Russellville.—Franklin County Commissioners; construct steel bridges; W. R. Crittenden, Ch. Engr.

Ga., Blue Ridge.—Fannin County Ordinary, G. A. Curtis, Ordinary; construct 200-ft. bridge over Toocoo River; 16 ft. wide; 7108 lbs. reinforcing steel; 5.453 mi. road; bids until May 11; H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, Ga. (See Machinery Wanted—Bridge Construction.)

Ga., Savannah.—State Highway Dept., Walton Bldg., Atlanta, Ga.; erect bridge over Savannah River; steel spans.

Miss., Yazoo City.—Yazoo County Supvrs., S. S. Griffin, Clerk; construct bridge over Lake George; bids until May 3. (See Machinery Wanted—Bridge Construction.)

S. C., Lane.—State Highway Dept., Walton Bldg., Atlanta, Ga.; erect bridge over Santee River; steel spans; \$500,000.

S. C., Mars Bluff.—State Highway Dept., Walton Bldg., Atlanta, Ga.; erect bridge over Pee Dee River; steel span; \$400,000 bonds; Federal-aid \$150,000.

Tex., Corpus Christi.—Nueces County Commrs.; construct causeway; contract let; \$35,000.

Tex., Waxahachie.—Ellis County Commrs.; construct bridges across Waxahachie and Onion Creeks on Italy road, etc.; steel; creosoted pile trestle approaches, 18 ft. wide; \$80,000; Austin Bros. Bridge Co., Contr., Dallas, Tex.

## Canning and Packing Plants.

N. C., Asheville.—Appalachian Packing Co. organized; capital \$100,000; J. H. and W. C. McConnell, Jno. E. Wilson; all Marion, N. C.; erect building; pack apples and tomatoes.

S. C., Lexington.—T. C. Callison; plans cannery.

## Clayworking Plants.

Ala., Birmingham—Bricks, etc.—H. S. Seal; organize company; erect \$100,000 silica and fire-clay brick plant; 2 kilns; daily capacity 18,000 bricks; later other kilns; ultimate daily capacity 50,000 bricks; acquired 180-acre silica tract.

Ark., Pine Bluff—Bricks, etc.—Arkansas Brick & Tile Co.; improve and add to plant.

Md., Baltimore.—Bricks.—Baltimore Brick Co., J. G. Griffith, Maryland Trust Bldg.; erect 1-story 100x40-ft. addition; Stanilaus Russell, Archt., 11 E. Lexington St.; owner invites bids. (Supersedes recent item.)

Mo., Kansas City—Tiles.—R. E. Bruner; establish plant; mfr. floor and wall tile.

N. C., Apex—Bricks.—Apex Brick Co. or-

ganized; C. A. Johnson, Prest., Raleigh, N. C.; J. R. Cunningham, Treas.; L. J. Johnson, Supt.; both Apex; acquired Friendship brick plant; install additional mchy. (Lately noted incptd.; capital \$50,000.)

## Coal Mines and Coke Ovens.

Ky., Bulan.—Tracer Fork Mining Co.; increased capital from \$30,000 to \$100,000.

Ky., Central City.—Crown Coal Co. incptd.; capital \$10,000; H. L. and Zetta Tucker, Tim B. McAuliffe.

Ky., Central City.—Gibraltar Coal Mining Co., Memphis, Tenn.; develop additional mines; sink 11x20-ft. shaft; install mchy.; erect steel coal tipple; daily capacity 2000 tons; build miners' houses.

Ky., Harlan.—Excelsior Harlan Coal Co. incptd.; capital \$50,000; M. I. Bowen, O. M. Dabis, R. M. York.

Ky., Middlesboro.—Low Ash Mining Co.; increased capital from \$10,000 to \$100,000.

Okla., Muskogee.—Southwestern Coal & Coke Co. incptd.; capital \$250,000; John Wheeler, E. R. Nagle; both Muskogee; H. A. Boyles, Wichita Falls, Tex.; develop 2000 acres coal land.

S. C., Greenville.—Blue Gem Coal Co. incptd.; capital \$10,000; S. V. Muckenfuss, Prest.; R. D. Pyron, Secy.-Treas.

Va., Gate City.—Maple Gap Coal Land Corp. chartered; capital \$50,000; J. M. Johnson, I. P. Kane, both Gate City; J. M. Barker, Bristol, Tenn.

Va., Lynchburg.—Banner Fork Coal Co., D. S. Ferguson, Prest.; increased capital from \$1,000,000 to \$1,200,000.

Va., Raven.—Raven Coal & Mining Co., D. C. Yates, Prest.; lease 700 acres coal land; develop; build 2 mi. narrow-gauge railroad. (See Machinery Wanted—Rails; Locomotives; Cars; Tipple Equipment.)

W. Va., Bellwood.—Imperial Smokeless Coal Co. incptd.; J. Wade Bell, Prest.; develop 3235 acres.

W. Va., Carbon.—Carbon Fuel Co.; J. R. Thomas, Charleston, W. Va.; increased capital from \$250,000 to \$1,250,000.

W. Va., Carbon.—Carbon Fuel Co., J. R. Thomas, Prest., Charleston, W. Va. (lately noted increased capital to \$1,250,000), develop 1500 acres; present annual output 1,000,000 tons; install steel tipple and conveyor; W. W. Chapman, Const. Engr. (See Machinery Wanted—Tipple, etc.)

W. Va., Charleston.—Meadow Brook Coal Co. organized; A. B. Crichton, Prest.; develop 1225 acres.

W. Va., Charleston.—Chesapeake Coal Co., T. H. Johnson; increased capital from \$50,000 to \$150,000.

W. Va., Clarksburg.—MacDonald Gilbert Coal Co. incptd.; capital \$50,000; D. J. Carter, Harry W. Sheets; both Clarksburg; J. M. MacDonald, Cincinnati.

W. Va., Fairmont.—Fairmont Mining Co. incptd.; capital \$100,000; Floyd J. Patton, B. W. McClure, Clay D. Amos.

W. Va., Fairmont.—Republic Coal & Coke Co. incptd.; capital \$25,000; Samuel Leeper, W. D. North; both Fairmont; L. V. Board, Shinnston, W. Va.

W. Va., Huntington.—Margarette Coal Co. incptd.; W. E. Deegans, Prest.; develop 1325 acres.

W. Va., Lewisburg.—Nelson Fuel Co. incorporated; John B. Laing, Prest.; develop 2794 acres.

W. Va., Morgantown.—Park Coal Co. incptd.; capital \$25,000; John L. Dorgan, Harry C. Williams, Fred G. Reppert.

W. Va., Prestonia.—Schmitz Coal Co. incptd.; capital \$25,000; C. Schmitz, Thomas F. Martin, T. G. Davis.

W. Va., Welch.—Pain Coal Co. increased capital from \$25,000 to \$50,000.

W. Va., Welch.—Easley-Litz Pocahontas Coal Land Co. incptd.; capital \$100,000; M. O. Litz, B. Hampton Gray.

W. Va., Winding Gulf.—Winding Gulf Colliery Co., Charleston, W. Va.; L. Epperly, Mgr., Winding Gulf; increased capital from \$500,000 to \$1,000,000; developing 3300 acres; daily output 2000 tons.

## Concrete and Cement Plants.

N. C., Hobgood—Cement Bricks.—E. P. Hyman & Co.; may establish plant to mfr. cement brick, blocks, etc. (See Machinery Wanted—Brick Equipment.)

## Cotton Compresses and Gins.

Ala., Albany.—Shippers' Bonded Compress organized; R. F. Willingham, Prest.; C. M. Hayes, Secy.-Treas.; erect \$250,000 fireproof building. (Previously noted incptd.)

Ark., Pine Bluff.—Julius Leitner; repair plantation; \$15,000; equip cotton gin; install water and lighting systems; repair tenant-houses.

Ga., Augusta.—Shippers' Bonded Compress Co., R. F. Willingham, Prest.; T. E. F. Fulgate, Gen. Mgr.; all Macon, Ga.; J. M. Lyle, Local Supt.; erect two 1-story additions; 420x180 and 256x115 ft.; \$100,000; install electrical apparatus to convey cotton from cars to compress; also 2 high and low-density 50,000-ton capacity compresses; plans other improvements; increase warehouse capacity from 15,000 to 30,000 bales; E. A. Gleason, Augusta, Contr., for additions. (Lately noted install additional compress.)

N. C., Atkinson.—Corbett Gin Co. incptd.; capital \$10,000; V. A. Bertha C. and N. C. Corbett.

N. C., Mount Pleasant.—Mount Pleasant Gin Co. incptd.; capital \$25,000; L. A. Lipe, Luther Ritchie.

Okla., Ada.—Choctaw Compress Co. incptd.; capital \$150,000; M. C. Wilson, S. W. Hill, P. S. Case.

Okla., Mangum.—Heatly Bros., N. Carolina Ave.; rebuild burned gin; loss \$40,000.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Okl., McAlester.—Farmers' Gin Co. inceptd.; capital \$16,000; W. B. Webster, J. J. Tannehill, Edgar Cole.

Okl., Vinson.—Heatly Bros., Lee Heatly, North Carolina Ave., Mangum, Okla.; rebuild burned gin; purchased mch.

S. C., Honea Path.—Joe H. H. Ashley; rebuild burned cotton gin.

Tex., Galle.—Farmers' Gin Co. inceptd.; capital \$20,000; Wm. Ziegenhals, Sr., Richard Voss, Chas. Jeckow.

### Cottonseed-Oil Mills.

Okl., Ardmore.—Acala Cotton Seed Oil Co. inceptd.; capital \$5,000; W. Colbert, W. F. Lindsay, Carl Russell.

Tex., Temple.—Southland Oil Co.; rebuild and electrify cottonseed crushing plant; \$60,000; E. A. Dill, Engr.

### Drainage Systems.

Ark., Humphrey.—Humphrey Dry Bayou Drainage Dist. No. 2, J. G. Mouser, Chrmn.; construct drainage system; \$10,000 bonds.

Ark., Newport.—Skillet Creek Drainage Dist. Commrs.; construct ditch; \$120,000; drain 19,000 acres; C. C. Hawley, Contr., Cape Girardeau, Mo.

Tenn., Somerville.—Beaver Dam Creek Drainage Dist. No. 1 of Fayette, Shelby and Tipton counties, J. A. Phillips, Commr.; construct drainage system; \$30,000 cu. yds. excavation; bids until Apr. 26. (See Machinery Wanted—Drainage System.)

### Electric Plants.

Ala., Mulga.—Woodward Iron Co.; contemplate installation fan, 500 K. W. rotary converter; lighting camp; W. Blocker, Electrical Engr.

Ark., Heber Springs.—Heber Springs Light Co. organized; capital \$25,000; erect fireproof building; replace burned electric plant; loss \$10,000.

Ark., Pine Bluff.—Jullus Leitner; install electric lighting system on plantation. (See Cotton Compresses and Gins.)

Ga., Preston.—City; install \$6000 electric lighting system; J. L. Horne, Contr.

Ky., Hazard.—Hazard Light & Power Co. will not improve plant; previously absorbed by Kentucky & West Virginia Power Co., Land Title Bldg., Philadelphia, Pa. (Lately in rectly reported as increasing capital from \$50,000 to \$200,000 and planning extensions and improvements)

La., Columbia.—Town; install electric-light and water plants; voted \$30,000 bonds. Address The Mayor. (Lately noted.)

La., Monroe.—Monroe Light & Power Co.; rebuild burned plant.

La., Monroe.—City Comsn.; construct electric-light, power and water plants; install mch.; Foundation Co., Contr., New York. (Lately noted voted \$25,000 bonds.)

Miss., Ethel.—Ethel Light, Heat & Power Co. inceptd.; capital \$5,000; A. P. Ricks, J. C. Jones, D. Audley Johnson.

N. C., Elm City.—Town, J. W. Winstead, Mayor; construct 6-mi. transmission line to Wilson, N. C.; bids until Apr. 26. (See Machinery Wanted—Transmission Line.)

Okl., Claremore.—City; improve light and water systems; voted \$75,000 bonds. Address The Mayor. (Lately noted to vote.)

Tex., Columbus.—Columbus Electric Light Co.; enlarge plant; build 3-mi. transmission line to Giddings.

Tex., Dallas.—Dallas Power & Light Co.; construct \$107,000 spray pond and cooling system.

Tex., Dallas.—City; install \$25,000 ornamental street lighting system on N. Harwood St.; Geo. D. Fairtrace, Engr.

Tex., Denison.—City; install electric-lighting system; purchased electrical pumping equipment for reservoir; paving, etc.; voted \$244,000 bonds. Address The Mayor. (Lately noted to vote.)

Tex., Liberty.—Liberty Light & Power Co., A. J. Riviere; erect electric light and power plant. (Lately noted inceptd., capital \$15,000.)

Tex., Newcastle.—Newcastle Light, Power & Ice Co., W. F. Nance; install electric light, power and ice plants. (Lately noted to install \$50,000 plant.)

W. Va., Huntington.—Virginian Power Co., J. M. Petrie, Gen. Supt., Charleston, W. Va.; supply electric power to Consolidated Light, Heat & Power Co.; 10,000 K. V. A.; construct 42-mi. 44,000 K. V. A. 3-phase 60-cycle 4/0 copper transmission line from Charleston main line to Huntington; install at Cabin Creek 2500 K. V. A. turbine, connected to Le Blanc condenser; equipment purchased. (Supersedes recent item.)

### Fertilizer Factories.

Ga., Savannah.—Atlantic Fertilizer & Phosphate Co., D. Kirkland, Prest.; construct \$100,000 mixing plant; 500-ft. building; install mch.; Olaf Otto, Contr.

N. C., Raleigh.—Carolina Fertilizer & Phosphate Co. inceptd.; capital \$2,000,000; W. N. Moore, Goldsboro, N. C.; N. T. Patterson, Coats, N. C.; T. J. Norfleet, Newberry, Fla.

South Carolina.—Farmers' Co-operative Phosphate & Fertilizer Co., L. N. Pipkin, Prest., Mulberry, Fla.; build acidulating and fertilizer mixing plant. See Fla., Polk and De Soto counties. (Lately noted inceptd.)

### Flour, Feed and Meal Mills.

Tex., Byers.—Erwin Elevator Co.; erect 400-bbl. flour mill.

Tex., Lubbock Grain & Coal Co. inceptd.; capital \$30,000; B. C. and W. K. Dickinson, Sr., J. D. Quick.

Tex., Lubbock.—Lubbock Grain & Coal Co. inceptd.; capital \$30,000; W. K. Dickinson, Sr., J. D. Quick, B. C. Dickinson.

Miss., Meridian.—Royal Feed & Milling Co.; construct \$75,000 plant.

Tex., Eagle Lake.—Hudson Grain Co. inceptd.; capital \$10,000; J. F. Hudson, C. M. Carter.

Tex., Panhandle.—O. P. Russ, Joe Rorex, T. M. Cleeck; capital \$40,000; grain elevator.

Tex., Vernon.—Kell Milling Co.; erect 7-story and basement 98x48-ft. flour mill; Nordyke & Marnon Co., Engr., Indianapolis, Ind.; Lehrback Construction Co., Gen. Contr., 412 American Bank Bldg., Kansas City, Mo. (Lately noted.)

### Foundry and Machine Plants.

Ala., Anniston.—Posts.—Ornamental Foundry Co. inceptd.; capital \$60,000; C. A. Hamilton; mfrs. white way iron and other metal posts.

Ala., Gate City.—Pipe, etc.—Birmingham Pipe & Fitting Co., Birmingham, Ala., organized; K. A. Conville, Prest.; Russell Hunt, V.-P. and Secy.; R. H. Wharton, Jr., Treas.; J. A. Beggs, Mgr.; erect 75x250-ft. foundry, 80x180-ft. machine shop; ordinary construction; install soilpipe mch., machine shop and foundry equipment; purchased. (Lately noted inceptd., capital \$20,000.)

Ark., Little Rock.—Radiator Supports.—Hardy Radiator & Motor Support Co. organized; S. R. Thomas, Prest.; O. G. Critten-

den, V.-P.; Walter J. Terry, Secy.; J. E. England, Jr., Treas.; mfrs. radiator and motor supports.

Fla., Jacksonville.—Steam Engines.—Armstrong-Emley Crankless Engine Co. organized; capital \$2,500,000; F. H. Cooper, Prest.; F. L. Sawyer, V.-P.; F. S. Tousey, Secy.; Harry Chambers, Treas.; mfrs. crankless 2-cylinder stationary steam engines. (Previously noted.)

Ga., Athens.—Fence Posts.—Cothran Fence Post & Mfg. Co. inceptd.; capital \$25,000; W. J. Cothran, Sanford A. Goodson.

Ga., Lagrange.—Castings.—J. F. Tice Co. (lately noted inceptd., capital \$25,000) organized; J. T. Tice, Prest.; H. W. Caudle, V.-P.; R. J. Higginbotham, Secy.-Treas.; F. R. Brittain, Asst. Secy.; has building; installed \$15,000 mch.; mfrs. castings, patented articles, etc. (See Machinery Wanted—Woodworking Machinery; Saw; Lathe.)

Ky., Louisville.—Visible Measure.—Visible Measure Gasoline Dispenser Co., G. Cunningham, Gen. Mgr., 800 W. Breckinridge St.; erect 2-story plant addition; \$25,000.

Ky., Pineville.—Electrical Equipment.—Watt & Co., inceptd.; capital \$15,000; R. M. Watt, P. E. Nichols, N. R. Patterson; mfrs. electrical equipment.

Mo., Joplin.—Well-drilling Machinery.—Key-stone Driller Co.; erect 1-story and basement 125x140-ft. building; Concrete & Steel Construction Co., Contr.

Mo., St. Louis.—Motors.—Falcon Mfg. Co., 900 Title Guaranty Bldg., organized; E. L. DeWinter, Mgr.; building undetermined; install milling machine, lathes, etc.; manufacture internal-combustion gasoline motor. (See Machinery Wanted—Iron-working Machinery; Foundries.)

Mo., St. Louis.—Machine Lathes.—Lehman Machine Co., Paul Lehman, Prest., 503 Broadway; erect 2-story 200x160-ft. plant; construction by owner; Gustav P. Wuest, Archt., 922 Wainwright Bldg. (Lately noted.)

S. C., Laurens.—Cotton Choppers.—A. R. Thome, Rural Route No. 4; erect plant to mfr. cotton chopper; contemplated.

Tex., Houston.—Oil Field Supplies.—Mack Mfg. Co.; erect addition; steel and concrete foundry; \$50,000; install mch., including 3-ton electric furnace; \$23,000; Tom Tellepsen, Contr. for building.

Tex., Longview.—Iron.—Longview Iron Works inceptd.; capital \$20,000; Guy, C. M. and W. R. C. McKay.

Va., Danville.—Elevators.—Westbrook Elevator Mfg. Co., E. H. Marshall, Mgr., 410 Spring St.; erect 2-story 60x180-ft. building; brick; mill construction; \$50,000; install machine and woodworking equipment; \$30,000; mfrs. passenger and freight elevators. Supersedes recent item. (See Machinery Wanted—Wood Trimmer.)

W. Va., Clarksburg.—Mechanical Appliances. General Equipment Co. inceptd.; capital \$5000; Wane B. Horner, John D. Owens, Louis A. Johnson.

### Gas and Oil Enterprises.

Ala., Birmingham.—Alabama Petroleum Co. inceptd.; capital \$75,000; R. J. McGavock, Prest.; B. A. Schroeder, Secy.-Treas.

D. C., Anacostan.—Gas Plant.—Washington Gas Light Co., H. S. Reeside, Prest., 411 10th St., Washington, D. C. erect gas plant on Potomac River; J. S. McIlheny, Engr., 411 10th St., Washington, D. C.

Ky., Bowling Green.—Helm Oil & Gas Corp. chartered; capital \$35,000; B. O. Burr, H. B. Helm, Chas. W. Jenkins.

Ky., Louisville.—Niagara Oil Service Co. incorporated; capital \$10,000; Saml. Meyer,

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Jamestown, N. Y.; Julius Kersten, Erie, Pa.; Leo Meyer, Akron, O.

Ky., Louisville—Refinery.—Stoll Oil Refining Co., 733 River Road; erect 1-story 60x44-ft. filter-house; brick and metal.

Ky., Paintsville.—Goldenrod Oil & Gas Co. inceptd.; capital \$25,000; D. J. Wheeler, J. H. Cooper, H. Flax.

Md., Baltimore—Refinery.—Indian Refining Co., New York; rebuild burned plant; loss \$20,000; Merrill H. Troupe, Local Mgr., 24th St. and Hampden Ave.

Mo., Kansas City—Oil Plant.—Kansas City Fuel Oil Co., 2900 S. W. Blvd.; erect 1-story and basement 112x80-ft. oil plant; C. C. Darrymple, 305 Scarritt Bldg.

Okla., Bartlesville.—Lorraine Oil Co. inceptd.; capital \$100,000; W. D. Pugh, L. A. Rowland, both Bartlesville; Jos. Pugh, New Orleans, La.

Okla., Bartlesville.—Maple Leaf Oil Corp. chartered; capital \$10,000; Matthew Lodge, C. E. Angell, Jno. H. Brennan.

Okla., Cushing.—Banigan Petroleum Co. inceptd.; capital \$65,000; Jno. J. Banigan, Frank P. Kelley, Jno. A. Regan; all Guthrie, Okla.

Okla., Muskogee—Refinery.—Haner Oil & Refining Co., inceptd.; capital \$150,000; J. L. Haner, A. J. Campbell, W. P. McGinnis.

Okla., Oklahoma City—Oil Station.—Magnolia Petroleum Co., 218 Oklahoma Bldg.; 1-story 96x50-ft. oil station; Clarkson & Gaines, Archts., Dallas, Tex.; W. T. Lawrence, Gen. Contr., 1939 W. 11th St., Oklahoma City.

Okla., Oklahoma City.—Frederick Drilling Co. inceptd.; capital \$15,000; Edw. Spiers, J. O. Galloway; both Oklahoma City; Frederick Carey, Okmulgee, Okla.

Okla., Okmulgee.—Lou-Mo-Oil Co. inceptd.; capital \$10,000; Chas. S. Morgan, Jos. I. Pitchford, Eugene B. Leur.

Okla., Ponca City.—Whiteagle Drilling Co. inceptd.; capital \$15,000; Richard Nash, Jas. McCutcheon, F. A. Gallery.

Okla., Tulsa.—Lanline Oil & Gas Co. inceptd.; capital \$50,000; J. W. Sloan, I. Louis and W. E. Gabrecht.

Okla., Wynona.—Wynona Gas Co. inceptd.; capital \$100,000; F. C. Green, P. R. Williams, J. T. Simpson.

S. C., Darlington—Gas Plant.—P. A. Wilcox, J. W. McCown, W. J. Brown; all Florence, S. C.; apply for gas-plant franchise.

S. C., Greenville—Gas Plant.—Southern Public Utilities Co., Charlotte, N. C.; W. B. Ellis, Jr., Local Mgr.; enlarge gas plant, extend gas distribution system; \$150,000; install water-gas set, purifiers, tar extractor and 250,000 cu. ft. capacity gasholder; erect building for water-gas set, etc.

Tex., Beaumont.—Apex Oil & Gas Co. inceptd.; capital \$25,000; C. G. and W. G. Hooks, Ambrose Merchant.

Tex., Dallas—Refinery.—Eastland Oil & Refining Co.; increase capital from \$1,000,000 to \$1,400,000.

Tex., Fort Worth—Filling Station.—Magnolia Petroleum Co.; erect \$100,000 filling station and office building.

Tex., Orange.—Mutual Oil Assn. inceptd.; capital \$100,000; S. M. White, Gen. Mgr.; Billy Mills, Field Mgr.; E. V. Folsom.

Tex., San Antonio.—Stokes Oil & Refining Co. inceptd.; capital \$75,000; S. H. and J. M. Stokes, D. W. Locklin.

Tex., Vernon—Refinery.—Victor Pipe Line & Refining Co.; erect 2600-bbl. casinghead refining plant; pipe lines to Sigler field and Electra.

Tex., Whitesboro.—Refinery.—Whitesboro Oil & Refining Co., I. E. Mahon, Secy.-Treas.;

erect refinery; unit plan; initial unit 2000-bbl. capacity; Earl & Beck, Contrs., St. Louis, Mo. (Lately noted under Sherman, Tex.)

Tex., Wichita Falls.—Sibley Drilling Co. inceptd.; capital \$35,000; S. W. and A. T. Sibley, H. C. Weeks.

W. Va., Charleston.—United Fuel Gas Co.; increase capital from \$10,000,000 to \$30,000,000.

W. Va., Spencer.—Big Sandy Oil & Gas Co. organized; capital \$50,000; W. M. Looney, Prest., Spencer; W. W. Ogden, Gen. Mgr., Newton, W. Va.; lately noted inceptd. (See Machinery Wanted—Well-Drilling Equipment; Piping.)

### Ice and Cold-Storage Plants.

Ky., Lexington.—Lexington Ice Co., J. P. Pope, Mgr., 156 W. Main St.; erect 66 ft. 1 in. x 27 ft. 10 in. with extension of 19 ft. 2 in. brick building; mill construction; install compressors, additional 50-ton ice tank, etc.; purchased; daily capacity 130 tons; Combs Lumber Co., Contr.; George B. Bright Co., Engr. (Lately noted increased capital to \$100,000.)

Md., Pocomoke City.—Peninsular Produce Exchange, Orlando Harrison, Prest.; erect cold-storage plant; contemplated.

Tex., Alvin.—Alvin Ice, Light & Power Co.; install ice plant equipment; contemplated.

Tex., Bay City.—Texas Public Service Co.; erect \$60,000 ice plant; install boilers, generators and mchy. for 15-ton plant; contemplated.

Tex., Beaumont.—Texas Ice Co., 1212 Neches St.; John Ward, Jr., Mgr.; erect 30x80-ft. fireproof building; \$11,000; install ice mchy.; purchased; Thos. Gibson, Contr.; A. Robin, Archt. (Lately noted increased capital to \$100,000.)

Tex., Newcastle.—Newcastle Light, Power & Ice Co., W. F. Nance; install ice, electric-light and power plants.

Va., Boykins.—Boykins Ice & Cold Storage Co. inceptd.; capital \$100,000; W. W. White, Jr., Prest., Boykins; M. S. Woodward, Secy., Portsmouth, Va.

### Iron and Steel Plants.

Ala., Birmingham.—Steel Plant.—Johnson & Thompson Steel Co.; erect steel and brick building; \$20,000.

### Irrigation Systems.

Tex., Medina.—Anglo-American Corp., G. Trafford Hewitt, Prest., London, England; plans to extend Medina River dam and irrigation system; supply much larger acreage; Pearson Engineering Construction Co., Engr., New York.

### Lumber Manufacturing.

Fla., Brigand.—Osceola Cypress Co. inceptd.; capital \$750,000; Arthur E. Donegan, Prest.; Pat Johnston, V.-P.; P. K. Weaver, Secy.-Treas.

Fla., St. Petersburg.—Maine Lumber & Supply Co. inceptd.; capital \$200,000; Alfred R. Clark, Prest.; Albyn A. Stebbins, V.-P., both St. Petersburg; Charles F. Cowdrey, Secy.-Treas., Fitchburg, Mass.

Ky., Hopkinsville.—Pennyroyal Lumber Co. inceptd.; capital \$50,000; G. E. Gary, O. L. Bass, Jr., T. B. Covington.

La., Columbia.—C. O. Reed; establish sawmill; contemplated.

Md., Baltimore.—Baer & Thayer Hardwood Co., Maryland Casualty Tower, inceptd.; capital \$75,000; Enos S. Stockbridge, E. McClure Rouzer, William Lentz.

Miss., Bond.—Bond Lumber Co.; will not rebuild burned plant; lumber supply exhausted. (Lately noted to rebuild.)

Miss., Drew.—Cypress Lumber Co. inceptd.; capital \$10,000; B. F. Green, T. C. Toru, both Drew; L. E. Cornelius, St. Louis, Mo.

Miss., Estes.—Legan & McClure Lumber Co. organized; capital \$300,000; G. W. Legan, Prest. and Gen. Mgr.; J. T. Wesson, Secy.; both Louisville, Miss.; C. K. McClure, V.-P.; C. A. Bowman, Treas.; both St. Louis, Mo.; develop 15,000 acres short-leaf pine; acquired plant, railroad equipment and timber holdings from Estes Lumber Co., Estes, and timber tract from Sumter Lumber Co., Electric Mills, Miss.; install bandmill; build additional steam dry kiln.

Miss., Philadelphia.—Bollinger - Franklin Lumber Co.; acquired 25,000 acres pine and hardwood timber; develop.

Miss., Ellisville.—Long Branch Lumber Co. inceptd.; capital \$40,000; D. K. Collins, N. McKinstry; both Ellisville; G. W. Blackledge, Laurel, Miss.

N. C., Cherryville.—Claude Lumber Co. inceptd.; capital \$125,000; M. T. Mauney, C. A. Murry.

Okla., Broken Bow.—Broken Bow Lumber Co. inceptd.; capital \$10,000; A. D. Sherrill, A. E. Hicks, G. W. Harris.

Tenn., Memphis.—York Lumber & Mfg. Co., Robert York, V.-P., Bellevue Blvd.; rebuild burned plant; loss \$300,000.

Tex., Woodville.—Reid Lumber Co. inceptd.; capital \$20,000; S. H. Reid, Sr., S. H. Reid, Jr., D. L. Williams.

Va., Alexandria.—Alexandria Lumber Co., Fred L. Glaze, Prest.; increased capital from \$35,000 to \$50,000.

Va., Narrows.—Sagamore Lumber Co., Sagamore Brown, Prest., Butte, Mont.; acquired timber tract; install band mill; build narrow-gauge railroad.

### Metal-Working Plants.

Md., Baltimore.—Tin Stamping.—Baltimore Tin Stamping & Novelty Co., 7 South St., inceptd.; capital \$15,000; James W. Tyson, 3d, E. McClure Rouzer.

Md., Baltimore.—Window Frames.—Campbell Metal Window Corp., Howard Bruce, Director, Scott and McHenry Sts.; purchased control Campbell Architectural Iron Co., Albany, N. Y.; continue Albany works until end of year; then remove machinery to Baltimore; now equip buildings at Bush and Wicomico Sts. with mchy. to mfr. Campbell metal window frame. (Lately noted inceptd. with \$2,100,000 capital.)

N. C., Denton.—Fireless Cookers, etc.—Royal Metalware Mfg. Co., Lexington, N. C. (lately noted organized, capital \$50,000); John L. Snyder, Treas.; erect 100x150-ft. fireproof building; open bids Aug.; install presses, dies, lathes, etc., to mfr. sheet aluminum kitchen utensils. (See Machinery Wanted—Metalworking Machinery.)

Tex., Dallas—Springs, etc.—Standard Spring & Axle Co. inceptd.; capital \$25,000; L. K. Weaver, T. P. Steger.

### Mining.

Ark., Black River.—Limestone.—Limestone Products Co. organized; capital \$100,000; John T. Woodruff, Prest., Springfield, Mo.; J. E. Hollinesworth, V.-P. and Gen. Mgr.; S. W. Portlock, Secy.-Treas.; both Memphis, Tenn.; develop limestone deposit 1 mi. long, 15 to 80 ft. high along Black River; install crushing plant and lime kilns; daily capacity 1500 tons.

Ark., Horatio.—Gravel.—F. C. Peck & Son; rebuild burned gravel-washing plant; loss \$50,000.

Fla., Polk and De Soto Counties.—Phosphate.—Farmers' Co-operative Phosphate &



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Fertilizer Co. organized; capital \$5,000,000; L. N. Pipkin, Prest., Mulberry, Fla.; Jno. J. Swearingen, Secy., Bartow, Fla.; purchased 3700 acres phosphate; lease additional land; has mining plant, annual capacity 50,000 tons; build additional plant, annual capacity 200,000 tons, with buildings, equipment, miners' houses, etc.; build acidulating and fertilizing mixing plant in South Carolina.

Fla., Polk and De Soto Counties—Phosphate.—Farmers' Co-operative Phosphate & Fertilizer Co. organized; capital \$5,000,000; L. N. Pipkin, Prest.; acquired 3700 acres phosphate; remodel phosphate plant with annual capacity 50,000 tons; plans to erect additional plant; annual capacity 200,000 tons; also buildings, equipment and miners' houses.

Tenn., Louisville — Marble. — Light Pink Marble Co. inceptd.; capital \$100,000; Wm. Anderson, Knoxville, Tenn.; quarry marble.

Tex., Grand Saline—Salt.—Morton Salt Co. organized at Chicago; capital \$2,700,000; B. W. Carrington, Mgr. at Dallas, Tex.; purchased Carrington Salt Co.

### Miscellaneous Construction.

Ark., Little Rock—Dam.—Lake Side Country Club Building Com.; reconstruct Ferguson Lake dam with concrete spillway; 250 cu. yds. concrete; 3500 cu. yds. embankment; invite bids; Dickinson & Watkins, Engrs., Boyle Bldg. (See Machinery Wanted—Dam Construction.)

Okla., Oklahoma City—Heating Plant.—Curtis, Booth & Bentley Co.; erect 1-story building and repair engine-room; day labor; Jas. Devine Roofing Co., Contr. for roofing, 310 Southwest National Bank.

Tex., Houston—Ship Channel.—United States Engrs., C. L. Hall, Asst. Engr., Galveston, Tex.; let contracts for deepening and widening Houston channel between Galveston Bay and Morgan's Point; United Dredging Co. and Atlantic, Gulf & Pacific Dredging Co., Contrs., both New York; \$1,000,000.

### Miscellaneous Enterprises.

Ala., Birmingham—Cleaning and Dyeing.—Reese's Art Cleaning & Dyeing Co. inceptd.; capital \$5000; E. H. F. Reese, Prest.; W. P. Reese, Secy.-Treas.

Ala., Birmingham — Dry Cleaning. — Globe Dry Cleaning Co. inceptd.; capital \$25,000; E. H. F. Reese, Prest.; W. P. Reese, Secy.-Treas.

Fla., Clearwater—Greenhouses.—Clearwater Ornamental Nursery Co. inceptd.; capital \$50,000; H. B. Kennicott, Prest.; J. W. McNeely, V.-P.; Angus Kennicott, Secy.-Treas.

Ga., Griffin—Electrical and Plumbing.—Griffin Electric & Plumbing Co. inceptd.; capital \$12,000; J. A. Ingram, Prest.; D. M. Richardson, Jr., V.-P.; D. L. Stockbridge, Secy.-Treas.

Ky., Louisville—Farm Lighting Equipments. Andriot-Davidson Co. inceptd.; capital \$10,000; H. B. Davidson, Edward L. and Lawrence J. Andriot.

Ky., Winchester — Construction. — Codell-Byers Construction Co.; increased capital from \$10,000 to \$25,000.

Md., Pocomoke City — Potato Storage. — Peninsula Produce Exchange, Orlando Harrison, Prest.; erect 40x100-ft. sweet-potato storage plant; main floor capacity 15,500 hampers; cold-storage plant contemplated.

Miss., Meridian—Stockyards.—A. D. Simpson; interested in erection of 100,000 stockyards; bids open Sept. 1. (Supersedes recent item.)

Miss., Water Valley—Potato Curing.—Walter Valley Potato Curing House inceptd.; capital \$10,000; J. W. McLarty, W. B. Wagner, H. K. Hunter.

N. C., Leaksville — Laundry. — White Star Laundry Co. inceptd.; capital \$8500; J. P. Altite, Leaksville; R. E. Wall, E. E. Emerson, both Spray, N. C.

N. C., New Bern—Steamships and Barges.—Carolina & East Coast Navigation Co. inceptd.; capital \$1,000,000.

N. C., Winston-Salem—Contracting.—Kirkman Contracting Co. inceptd.; capital \$125,000; G. E. Kirkman, E. S. Parker, T. S. Hutchins.

S. C., Columbia—Building Material.—Bruce Walker Ravenel; distribute ornamental building material, face brick, tile, ornamental pottery, etc. (See Machinery Wanted—Building Material.)

S. C., Orangeburg—Publishing.—Sims Publishing Co. inceptd.; capital \$50,000; James L. Sims, Prest.; James Izlar Sims, Secy.-Treas.

Tex., Austin — Publishing.—Wortham-Carter Publishing Co.; increased capital from \$150,000 to \$600,000.

Tex., Abilene — Laundry. — State Epileptic Colony, P. O. Box 509; repair 1-story 40x100-ft. brick building; install laundry mch. Lately noted to rebuild burned plant. (See Machinery Wanted—Laundry Machinery.)

Tex., Dallas — Abattoir. — City; construct abattoir; voted \$175,000 bonds. Address The Mayor.

Tex., Dallas—Laundry.—American Laundry Co., 2d Ave. and Williams St. (lately noted inceptd., capital \$100,000), A. E. Mangold; has building; 3600 sq. ft. floor space; install laundry mch. (See Machinery Wanted—Laundry Machinery.)

Tex., Gorman — Laundry. — Gorman Steam Laundry (lately noted inceptd., capital \$22,000) organized; A. D. Adam, Prest.; M. Scales, V.-P.; E. L. Allen, Secy.-Treas. and Mgr.; erect 100x115-ft. sheet-iron building; bids opened. (See Machinery Wanted—Pump; Marking Machine.)

Tex., Mercedes — Construction. — Capisallo Construction Co. inceptd.; capital \$10,000; W. F. Shaw, M. McLane, F. A. Lentz.

Va., Newport News—Towing.—Tugboat Summit inceptd.; capital \$50,000; W. J. Nelms, Prest.; L. A. Hurren, Secy.

Va., Richmond—Printing.—Seth Gayle, 809 E. Franklin St.; erect 2-story and basement printing-plant building; W. L. Ragland & Son, Contrs., Merchants' Bank Bldg.

### Miscellaneous Factories.

Ala., Gadsden—Cracker and Candy.—Low Brothers; establish cracker and candy factory.

Ala., Mobile — Chera-Cola. — Chera-Cola Co.; erect 2-story building; concrete; bottling plant, supply depot and office.

Ark., Foreman — Buttons. — Wm. A. Wall, Box L; contemplates establishing pearl button factory. (See Machinery Wanted — Button Machinery.)

Fla., Jacksonville—Cigars.—People's Cigar Co. inceptd.; capital \$10,000; A. C. Robinson, Prest.; A. R. Cruz, Secy.; L. M. Kelly, Treas.

Fla., Orlando — Food Products. — Eatsum Products Co., Paul T. Davis, 1st V.-P.; construct factory addition; C. E. Hillyer, Contr., Jacksonville, Fla. (Supersedes recent item.)

Fla., Tampa—Cigars.—Ryan & Raphael; erect \$12,000 cigar factory.

Ga., Brunswick — Ice Cream. — Purity Ice Cream & Dairy Co., Savannah; erect 1000-gal. daily capacity ice-cream plant.

Ga., Lafayette—Overalls.—Victory Mfg. Co. organized; capital \$15,000; C. B. Vaughn; install overall equipment; probably knitting machines.

Ga., Savannah—Camthol.—Camthol Corp. organized; capital \$600,000; T. L. Anderson,

Prest.; Fred Wessels, V.-P.; R. A. Anderson, Secy.-Treas.; erect laboratory; mfre. camthol; Clarke & Clarke, Archts.

Ky., Carlisle—Brooms.—Carlisle Broom Co. organized; S. T. Howe, Prest.; E. T. Flora, Secy.-Treas.

Ky., Henderson—Nicotine.—American Nicotine Co.; rebuild burned plant; loss \$15,000.

Ky., Louisville. — Progressive Mfg. Co. inceptd.; capital \$1,000,000; S. A. Hampton, M. Tate, both Louisville; M. F. Christian, Cincinnati, O.

Ky., Louisville.—M. F. Mark Mfg. Co.; increase capital from \$5000 to \$20,000.

Ky., Louisville—Paper Boxes.—Lamkin Paper Box Co. inceptd.; capital \$20,000; L. O. and Kuella Lamkin.

Ky., Louisville—Bedding.—Louisville Bedding Co.; increase capital from \$200,000 to \$500,000.

Ky., Louisville—Bakery.—Grocers' Baking Co., 1455 S. 7th St.; erect 2-story-and-basement 165x60-ft. building; Arthur G. Tafel, Archt., Coleman Bldg.; Sanford Vaughn & Co., Contrs., 107 Todd Bldg.

La., Alexandria — Brooms. — Rapides Broom Mfg. Co. inceptd.; capital \$5000; Harry H. Jordan, Prest.; Jno. H. Ball, Secy.-Treas.; erect factory; weekly capacity 50 doz. brooms.

Ky., Louisville—Varnish.—Sun Varnish Co.; increase capital from \$100,000 to \$200,000.

La., Alexandria—Brooms.—Rapides Broom Mfg. Co., Marye St., organized; J. Henry Ball, Mgr.; erect factory; initial weekly capacity 50 doz. brooms.

Ky., Louisville—Varnish.—Vulcan Varnish Co. inceptd.; capital \$30,000; V. D. Smith, W. S. Helm, C. Parke Smith.

La., Monroe—Carbon Black, etc.—Associated Producing & Refining Corp., Malcolm Burns, Prest., Shreveport, La.; leased 40-acre site; erect carbon black and gasoline factories.

Md., Baltimore—Middy Blouses, etc.—Kramer-Sauber-Kesting, Coca-Cola Bldg., organized; capital \$45,000; Louis Kramer, Prest.; Nathan Sauber, Secy.-Treas.; Martin Kesting, V.-P. and Mgr.; mfre. middy blouses and dresses.

Md., Baltimore—Clothing.—Kramer, Sauber & Kesting, Coca-Cola Bldg., inceptd.; capital \$45,000; Louis Kramer, Nathan Sauber, Martin Kesting.

Md., Baltimore — Supersyrup. — Baltimore Pearl Hominy Co., foot Howard St.; management General Food Products Co., 501 Fifth Ave., New York; establish syrup plant; initial capacity 100 bbls.; later 300 or 400 bbls.; ultimately 1000 bbls.; install additional facilities at present plant. (Lately noted.)

Md., Baltimore—Shoes.—Central Shoe Plant of Robt. E. Tubman Co., 109 Fallsway, inceptd.; capital \$50,000; Robt. E. Tubman, Geo. J. A. Linsenmeyer, Alexander Hack.

Md., Baltimore—Music Rolls.—Parquet Music Roll Mfg. Co., 731 W. Baltimore St., inceptd.; capital \$10,000; Chas. Parquet, Jos. Bishop, Milton Dashiell.

Md., Baltimore.—Knothe Bros., Hickory Ave. and 36th St.; erect additional story and 2-story addition; Oliver B. Wright, Archt.

Md., St. Helena—Clothing.—Simon Cooper, Baltimore, Md.; purchased \$250,000 building; frame and stucco construction; establish mfg. plant.

Miss., Laurel—Creosote, etc.—Franko-American Chemical Co., Jno. H. Ledr, Chicago, Ill.; establish \$250,000 to \$300,000 plant; 10-acre site; 2500-gal. daily capacity water supply; mfre. creosote, turpentine, pine oil, etc.

Mo., Kansas City—Bags.—Bemis Bros. Bag Co., A. R. Bemis, Prest., 601 S. 4th St., St. Louis, Mo.; erect 100x100-ft. bag factory and warehouse; Klipstein & Rathman,

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Archts., Chemical Bldg.; Dickie Construction Co., Contr., Syndicate Trust Bldg.; all St. Louis.

Mo., Kansas City—Stucco Products.—Magnesite Stucco & Material Co., H. E. Gardner, Mgr., 417 Bryant Bldg.; erect 1-story 120x48-ft. factory for stucco products; A. F. Morris, Contr., 417 Bryant Bldg.

Mo., Kansas City—Saddles.—Kansas City Saddlery Co., 4th and Delaware Aves.; erect 4-story-and-basement 90x42-ft. factory; brick and stone trimming; Geo. Carman, Archt., 1332 Grand Ave.

Mo., Springfield—Overalls.—D. M. Oberman Mfg. Co., Jake Kranzberg, Gen. Mgr., Jefferson City, Mo.; construct 8-story fireproof factory addition; increase length from 126 to 302 ft.; \$30,000.

N. C., Charlotte—Medicine.—Lyon Medicine Co. organized; C. L. Yates, Prest.-Mgr.; A. M. Yates, Secy.-Treas.; rent building; daily output 5 gross Lion tonic, 5 gross Lion-O-lac, 1 gross Lion pills. Previously noted incptd., capital \$35,000. (See Machinery Wanted—Herbs; Bottles, etc.)

N. C., Goldsboro—Tobacco.—Export Leaf Tobacco Co., 511 5th Ave., New York; erect 2-story 345x84-ft. brick and mill-construction building; \$200,000; G. H. Hilgartner, Engr., 900 Lombardy St.; E. L. Bass & Bros., Contrs.; both Richmond, Va.

N. C., Greensboro—Overalls.—Blue Bell Overall Co., C. C. Hudson, Prop.; erect 230x76-ft. factory addition; concrete foundation; \$125,000. (Supersedes recent item.)

N. C., North Wilkesboro—Chero-Cola.—North Wilkesboro Chero-Cola Bottling Co. incptd.; capital \$50,000; A. L. Spainhour, Henry Reynolds, A. W. Horton.

N. C., Raleigh—Soap.—L. P. Waring; leased public abattoir; mfrs. soap.

N. C., Salisbury—Shirts.—Star Shirt Mfg. Co., New York; purchased 170x100-ft. site; contemplates erection \$100,000 building.

N. C., Winston-Salem—Tobacco.—J. G. Flynt Tobacco Co., T. P. Fulton, Prest.-Treas. and Mgr.; increase capital from \$150,000 to \$500,000; erect 4-story 200x90-ft. reinforced concrete building; increase plant capacity.

N. C., Winston-Salem—Tobacco.—J. G. Flynt Tobacco Co.; increase capital from \$150,000 to \$500,000; increase plant capacity; erect fireproof building; concrete and steel.

Okl., Woodward—Dairy Products.—Woodward Dairy Products Co. incptd.; capital \$25,000; C. A. Hudson, G. H. Sweeney, W. G. Iten.

S. C., Florence—Freezo Co.; increase capital \$500,000.

Tenn., Jackson—Candy.—Smith Bros. Co. of Delaware incptd.; capital \$500,000; V. F. Smith, Prest. and Gen. Mgr.; W. McSmith, V.-P. and Treas.; P. T. Rather, Secy. and Traffic Mgr.; acquired Smith Brothers Co.'s plant; install additional mchy., etc.; office and factory, 421 N. Royal St.

Tenn., Knoxville—Chera-Cola.—Chera-Cola Bottling Works, Geo. Johnson, Mgr., and Ford Sales Co., E. C. Briscoe; erect 2-story-and-basement 166x126-ft. fireproof building; reinforced concrete; brick; plateglass windows; steel sash; \$135,000; install mchy.; A. B. Bauman, Archt.; J. M. Dunn & Son, Contrs. (See Motors, etc.)

Tenn., Memphis—Food Products.—Meguiar Food Products Co., Greenville, O.; erect 4-story 142x77-ft. food-factory building; Phillip Pfeiffer, Archt., Greenville, O.

Tenn., Memphis—Toilet Articles, etc.—Baker Laboratories incptd.; capital \$90,000; G. W. Annie C. and G. W. Baker, Jr., B. F. Watson.

Tex., Conroe—McComb Mfg. Co. incptd.;

capital \$20,000; W. P. McComb, A. H. Beck, T. B. Gwin.

Tex., Dallas—Lubricator.—Alemite Lubricator Co. of Texas, 408 S. Ervay St., organized; G. W. Walker, Prest.; Chas. E. Thayer, Treas.-Mgr.; Herman E. Smith, Secy.

Tex., Dallas—Paper Book Covers.—A. T. Walraven Book Cover Co., A. T. Walraven, Prest., 1517 Commerce St.; erect \$125,000 plant.

Tex., Houston—Bakery.—Master Bakery incptd.; capital \$12,000; G. N. Peet, H. Edwards, J. P. Kousiakes.

Tex., Sweetwater—Gypsum Plaster Plates.—United States Gypsum Co., Chicago; reported to build \$2,500,000 plant; mfrs knocked-down gypsum plaster plates for buildings; purchased gypsum rights on 40,000 acres; no plant details determined.

Tex., Waco—Drugs.—Waco Drug Co., J. M. Penland, Prest.-Mgr., Mary and 5th Sts.; erect 5-story 140x106-ft. fireproof building; install elevator chutes, humidors, refrigeration plant; E. W. Ross, Archt. Lately noted. (See Machinery Wanted—Boilers; Building Materials.)

Va., Asbestine—Soapstone Products.—Soapstone Products incptd.; capital \$300,000; C. E. Swartzbaugh, Prest.; F. G. Carpenter, Secy.; both Toledo, O.

Va., Boykins—Ice Cream.—Boykins Ice & Cold Storage Co. incptd.; capital \$100,000; W. W. White, Jr., Prest.; Boykins; M. S. Woodward, Secy., Portsmouth, Va.; mfrs. ice cream, etc.

Va., Norfolk—Glass Bottles and Window Glass.—Moe Levy, National Bank of Commerce Bldg.; establish plant to mfr. glass bottles and window glass; install sand cleaner, sandstone crusher, sand shovel, etc. (See Machinery Wanted—Glass Plant Equipment.)

Va., Richmond—Mica.—Richmond Mica Co., B. Williams, Prest., 801 E. Main St.; contemplates erection 4-story mica plant; brick. (Lately noted rebuild burned plant.)

Va., Richmond—Tobacco.—Larus & Bros., Wm. T. Reed, 210 E. Main St.; erect tobacco factory building; J. C. Sirlane, Engr., Greenville, S. C.; John T. Wilson Co., Contr., Richmond.

Va., Richmond—Paper.—Albemarle Paper Mfg. Co.; increase capital from \$200,000 to \$1,000,000.

Va., Richmond—Vinegar.—Richmond Vinegar Works incptd.; capital \$100,000; Fred F. Braswell, Prest.; Howard C. Newby, Secy.

Va., Saltville—Acid.—U. S. Government, District Ordnance Salvage Board, 3d and Vine Sts., Cincinnati, O.; erect acid plant.

W. Va., Huntington—Candy.—Voegel & Dining Co.; increase capital from \$25,000 to \$150,000.

W. Va., Nitro—Asphalt Shingles.—Fibrated Products Co. incptd.; capital \$100,000; T. K. Webster, V.-P. Fan Steel Electric Products Co.; D. R. Forgan and H. E. Otto, V.-P. National City Bank; all Chicago; purchased 6 buildings; remodel; mfrs. asphalt roofing.

W. Va., Wheeling—Beverages.—Wm. Hervey, Louis Green; establish soft-drink plant; install mchy.

### Motor Cars, Garages, Tires, Etc.

D. C., Washington—Garage.—Nicholas P. Chaconas, care of A. S. J. Atkinson, Archt., 3801 Macomb St. N. W.; erect 2-story 31x80-ft. garage; brick; concrete; fireproof; \$30,000. (Lately noted.)

Fla., Key West—Repair Shop.—Trevor & Morris organized; Benj. D. Trevor, Prest.; Geo. F. Morris, Secy.-Treas.; Geo. V. Perrell, Mgr.; erect 3-story 48x45-ft. repair plant; brick walls; Barrett specification roof; purchased

chased \$2500 machinery; O. B. Gut, Archt.-Engr. (Lately noted incptd., capital \$35,000.)

Ga., Atlanta—Automobile Assembling.—Red Diamond Motors, Atlanta Natl. Bank Bldg., organized; W. H. Seabrooke, Prest.; Henry Short, Secy.; T. L. Hamilton, Treas.; establish assembling plant; erect fireproof buildings. (See Machinery Wanted—Automobile Machinery, etc.)

Ky., Covington—Garage.—Seller Motor Car Co., G. A. Seller, Prest., 1226 Madison Ave.; erect 2-story-and-basement 190x125-ft. garage; John J. Craig, Contr., 20 W. 9th St.

Ky., Lexington—Garage.—Mammoth Garage, R. S. Webb, Prop., Main and Rose Sts.; erect 2-story 60x150-ft. addition; display-rooms; repair shop on second floor; \$10,000.

Ky., Louisville—Garage.—Gilmore Overbacht Co., Paul Jones Bldg.; erect 1-story 90x56-ft. garage; West & Whitlock, Contrs., 106 E. Lee St.

Ky., Louisville—Garage.—Jacob Weber & Sons, 53 E. Market St.; erect 1-story 50x110-ft. garage; brick; \$20,000. (Lately noted.)

La., Monroe—Garage.—Fred Endom Transfer Co., Grammont St.; erect brick garage; 6000 ft. floor space; \$14,000; Gehr Construction Co., Contr.

La., Monroe—Automobile Accessories.—Peddicord Motor Supply Co. organized; T. H. Peddicord, Prest.-Mgr.; L. H. Cosper, V.-P.; L. C. Schneider, Secy.-Treas.; erect 3-story 63½x70-ft. building; \$45,000; install electric-light plant; Gehr Construction Co., Bldg. Contr., Alexandria, La.; Drago & King, Archts. (Lately noted incptd., capital \$23,000.)

La., New Orleans—Automobiles.—Abbott Automobile Co.; erect 3-story building; brick; concrete; Walter Cook Keenan, Archt.

La., Shreveport—Garage.—W. F. Wood; rebuild burned garage; loss \$25,000.

Md., Annapolis—Garage.—Charles H. Martin; erect 1-story 35x87-ft. garage; Lloyd Bros., Contrs.

Md., Baltimore—Automobiles.—Walter H. Hill & Co., 203 N. Liberty St.; erect 3-story showroom; Wm. F. Chew, Contr., 212 Clay St.

Md., Baltimore—Garage.—Gatch Supply Co., J. N. Gatch & Co., Raspeburg, Md.; erect 1-story 75x100-ft. garage.

Md., Baltimore—Garage.—John Mennsteil, 1512 E. Lanvale St.; erect 1-story 47x70-ft. garage; brick.

Md., Baltimore—Automobiles.—Airland Motor Co., 527 N. Charles St. incptd.; capital \$25,000; Eugene L. Rosenfeld, Ferdinand Hechinger, Addye G. Rosenfeld.

Md., Baltimore—Garage.—William Cook, North and Greenmount Aves.; repair garage; brick; J. S. Downing, Archt., 11 York Court.

Md., Baltimore—Garage.—Geo. Klein, 2921 Belmont Ave.; erect 45 one-story 10x18-ft. garages; Geo. Wessell, Archt., 2752 Winchester St.; construction by owner.

Md., Baltimore—Garage.—John P. Neu, 1407 Poplar St.; erect 1-story 24x10-ft. garage; John C. Clark & Son, Contrs., 1109 Mosher St.; Geo. Wessells, Archt., 2752 Winchester St.

Md., Baltimore—Garage.—E. A. Erkenback, 1412 Light St.; erect 1-story 40x80-ft. garage; E. C. Hill & Son, Contrs., 120 Ostend St.

Md., Pocomoke City—Garage.—J. Milton Clogg; erect 1-story 140x69-ft. garage; brick; Owens & Sisco, Archts., Continental Bldg., Baltimore.

Miss., Greenville—Trucks.—Menges Motor Co. incptd.; capital \$1,000,000; J. A. Hunt, Greenville; A. C. Menges, Memphis, Tenn.; B. B. Payne, Winterville, S. C.; establish plant; yearly output 2000 automobile trucks.

Miss., Gulfport—Tires.—Continental Tire &

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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Rubber Co. inceptd.; capital \$300,000; J. E. Dunlap, Pres., Plaquemine, La.; J. J. McIntosh, Treas., Moss Point, Miss.; mfrc. fabric and cord tires.

Miss., Jackson—Automobiles.—A. C. Smith Motor Sales Co. inceptd.; capital \$30,000; A. C. Smith, Dan E. Ferguson.

Mo., Carthage—Tires.—F. H. Lynch Tire & Rubber Co., F. H. Lynch, Pres.; erect 1-story-and-basement 60x350-ft. factory building; reinforced concrete; composition roof; Akron Engineering Co., Engr.-Contr., Akron, O.

Mo., Joplin—Garage.—G. A. Grave; erect 1-story-and-basement 50x100-ft. garage; A. E. Koehler, Contr.

Mo., Kansas City—Garage.—City Ice Co., 22d and Harrison Sts.; rebuild garage.

Mo., Kansas City—Garage.—T. A. Mulani, New York; erect 2-story-and-basement 125x92-ft. addition; Long Construction Co., Contr., 600 Rialto Bldg.; F. E. McIlvain, Archt., 1001 Oran-Leslie Bldg.; both Kansas City, Mo.

Mo., Kansas City—Filling Station.—Sinclair Refining Co., 111 W. Washington Ave., Chicago, Ill.; C. E. M. Dean, Supt., 301 Bellefontaine Ave., Kansas City, Mo.; erect 1-story filling station; brick; stucco; asphalt shingle roof; concrete floors.

N. C., Asheville—Garage.—Buncombe County Comms., B. A. Patton, Chrmn.; erect garage; bids until Apr. 26.

N. C., Durham—Motors.—Patterson Motor Co. inceptd.; capital \$25,000; W. O. Woltz, E. K. Patterson, A. L. Schreder.

N. C., Oxford—Automobiles.—Blalock Motor Co.; erect building on 120x120-ft. site.

Okla., Oklahoma City—Filling Stations.—Oklahoma City Service Co.; erect 2x36 and 20x24-ft. filling stations; J. F. Roehr, Contr., 809 W. 6th St.

Okla., Oklahoma City—Motors.—Percy Cornelius Motor Co. inceptd.; capital \$50,000; Percy Cornelius, R. L. Waggoner, R. A. Singletary.

Okla., Okmulgee—Garage.—J. M. Moore; erect 4-story-and-basement 100x100-ft. garage; brick; stone trimming; composition roof; Smith, Rea, Lovitt & Senter, Archts., 304 Parkinson Bldg., Okmulgee, and 602 Finance Bldg., Kansas City, Mo.

Okla., Sapulpa—Garage.—Sapulpa Motor Co., Main and Hobson Sts.; erect 2-story 120x150-ft. garage; brick; reinforced concrete; steel; reinforced concrete flooring; concrete foundation; Monnot & Reid, Archts., 409 Empire Bldg., Oklahoma City, Okla.

Tenn., Knoxville—Automobiles.—Ford Sales Co. and Chero-Cola Bottling Works, E. C. Briscoe; erect 2-story and basement 126x166-ft. building; fireproof; reinforced concrete; brick; plate-glass windows; steel sash; \$125,000; install traveling cranes, lathes, etc.; A. B. Baumann, Archt.; J. M. Dunn & Son, Contractors. (See Miscellaneous Factories.)

Tenn., Memphis—Automobile Manufacturing.—Southern Automobile Mfg. Co., W. A. King, Pres.-Mgr., 117 Linden Ave.; erect main building 350x100 ft., with 200x100-ft. wing; 2 stories; fireproof; steel; concrete; \$250,000; install woodworking mch.; lathes, shaper, drill, sheet-metal working machinery. \$30,000; daily output 200 cars; plans tire and truck plant; L. Tighe, Contr.; Regan & Weller, Archts., Bank of Commerce Bldg. (Lately noted.)

Tex., Fort Worth—Tires.—Hibbs Rubber Co.; erect first unit of plant; 3-story 280x220-ft. building; concrete; brick; fireproof; 85,000; daily capacity 200 rubber tires; B. F. and C. M. Davis Co., Contrs.

Tex., Fort Worth—Garage.—U. M. Simon; erect 1-story 100x116-ft. garage; brick; \$25,000.

Tex., Fort Worth—Tires.—Kerr Co.; erect 2-story 60x120-ft. factory building; fireproof; \$50,000; mfrc. automobile tires; Clapp & Glasgow, Archts.

Tex., McKinney—Automobiles.—Sunlite Co.; erect 1-story automobile building; brick; concrete; reinforced concrete flooring; E. R. Brackett, Engr.

Tex., San Antonio—Tires, etc.—Bear Mills, Frost Bldg., San Antonio; Don E. Cameron, Pres., El Paso, Tex.; erect 418x100-ft. factory building; daylight type; glass; steel; concrete; \$230,000; daily capacity 1000 cord tires; 1000 fabric tires; 2000 tubes; has let building contracts. (Previously noted organized; to erect \$230,000 plant.)

Tex., Sinton—Automobiles.—Sinton Buick Co. inceptd.; capital \$12,000; D. T. Reed, J. B. Oatman, G. F. Odem.

Va., Alexandria—Garage.—Mt. Vernon Automobile Co., W. E. Wood, St. Asaph St.; erect 2-story 77x125-ft. garage; Heerburth & Co., Contrs.; Spieden & Spieden, Archts., 1403 New York Ave. N. W., Washington, D. C.

Va., Galax—Automobiles.—Blue Ridge Motor Co. inceptd.; capital \$10,000; R. Y. Lortwich, Pres.; C. A. Collier, Secy.; G. W. Sells.

Va., Norfolk—Garage.—Tunstall & Arrington, Archts.-Engrs., 1021 National Bank of Commerce Bldg.; preparing plans for 3-story 120x238-ft. garage; reinforced concrete; bids until May 7; install gasoline and oil storage systems; air-compressor system. (See Machinery Wanted—Storage Systems; Compressor System.)

Va., Richmond—Tires.—Virginia-Carolina Rubber Co. inceptd.; capital \$200,000; R. J. Bell, Pres.; Charles L. Shackelford, Secy.; Thomas Bell.

W. Va., Clarksburg—Garage.—Alice Chorpene; erect \$2700 garage; cement blocks.

W. Va., Morgantown—Garage.—Central Automobile Co., care of Forney Wade, Chestnut and Kirk Sts.; erect 1-story 90x60-ft. garage addition; brick; Carl Reger, Archt., Traction Bldg.

W. Va., Moundsville—Garage.—H. W. Perkins; erect 60x110-ft. garage; concrete foundation; brick and tile walls; composition roof; reinforced concrete floors; electric lighting; \$30,400; W. H. Batson, Contr., Moundsville; M. F. Giesey, Archt., Wheeling, W. Va.

W. Va., Moundsville—Garage.—H. W. Perkins; erect 3-story 60x109-ft. garage; tile; pressed brick with stone trimmings; plate-glass windows; fireproof; W. H. Batson, Contr.; M. F. Giesey, Archt.

### Road and Street Construction.

Ala., Alabama City—City; pave Forest Ave. and 7th St.; \$76,000; bids until May 4. Address The Mayor.

Ala., Birmingham—City; construct sidewalks; curb and gutter, etc.; bids until Apr. 20; Julian Kendrick, City Engr. (See Machinery Wanted—Paving.)

Ala., Florence—City, W. S. Eastop, Mayor; construct 26,000 sq. yds. paving; bitulithic; curb and gutter; \$100,000 available; Southern Roads Co., Contr., Birmingham, Ala.; W. M. Paxton, Engr., Florence. (Lately noted inviting bids.)

Ala., Mobile—City, H. Pillans, Mayor; pave streets; \$7500 bonds.

Ark., Augusta—Woodruff County Comms., Road Improvement Dist. No. 18, F. L. Maxwell, Secy., Cotton Plant, Ark.; construct 9 mi. gravel road; concrete bridges; bids until Apr. 15; E. E. Mashburn, Engr., Cotton Plant, Ark. (See Machinery Wanted—Road Construction.)

Ark., Blytheville.—Mississippi County

Comms., Half Moon Road Improvement Dist., F. W. Schatz, Secy.; construct 129,178 sq. yds. gravel pavement, etc.; bids until May 5; Pride & Fairley, Engrs. (See Machinery Wanted—Paving.)

Ark., Clarendon—Monroe County Comms., Richland Township Road Improvement Dist., Fred Schroeter, Secy., Cotton Plant, Ark.; construct 10 mi. gravel road; bids opened Apr. 15; E. E. Mashburn, Engr., Cotton Plant, Ark. (See Machinery Wanted—Road Construction.)

Ark., Little Rock—Pulaski County Comms., Road Improvement Dist. No. 10, B. Bodemann, Secy.; construct 19.72 mi. road; Section No. 3; asphaltic concrete, warrenite, plain concrete pavement; bids until Apr. 26; Carter & Knoch, Engrs., 803 A. O. U. W. Bldg. (See Machinery Wanted—Road Construction.)

Ark., Little Rock.—Comms. Little Rock-Pulaski Road Improvement Dist. No. 10, B. Bodemann, Secy.; construct 55 mi. streets and roads in Sections 1 and 2, including draining and paving Crystal Hill, Conway and Alexander roads; asphaltic concrete or warrenite on rolled stone base; plain concrete pavement; culverts and bridges; bids until May 4; changed date from April 26; Lund & Hill, Engrs., 527 Southern Trust Bldg. (See Machinery Wanted—Road Construction.)

Ark., Little Rock—Pulaski County Comms., Road Improvement Dist. No. 10, B. Bodemann, Secy.; construct 51 mi. paving; Sections 5 and 6; sheet asphalt, asphaltic concrete or warrenite on rolled stone base, plain concrete pavement and macadam; bids until May 4; Ford & MacCren, Engrs., 325 Gazette Bldg. (See Machinery Wanted—Paving.)

Ark., Lonoke—Lonoke County Comms., Carlisle-Hamilton Road Improvement Dist. No. 14, J. R. Moory, Secy., Carlisle, Ark.; construct 14 mi. gravel road 10 ft. wide; bridges; bids until Apr. 29; Carter & Knoch, Engrs., 803 A. O. U. W. Bldg., Little Rock, Ark. (See Machinery Wanted—Road Construction.)

Ark., Pine Bluff—Jefferson County Comms., Road Dist. No. 14; construct 42 mi. roads; issue \$600,000 bonds; clearing and grading contract let to Philpot & Humphreys.

Ark., Pine Bluff—Jefferson County Comms., Dist. No. 25, Ziba Bennitt, Commr.; construct 7 mi. road; \$75,000; bids about May 16. (See Machinery Wanted—Road Construction.)

Ark., Pine Bluff—Jefferson County Commissioners, Dist. No. 24; construct 4 mi. road; bids about May 16; \$50,000; Moreland & Bennett, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Pine Bluff—Jefferson County Comms., Roberts Road Dist., E. A. Markseton, Pres., Humphreys, Ark.; construct 6 mi. road; \$65,000; bids about May 20. (See Machinery Wanted—Road Construction.)

Ark., Pine Bluff—Jefferson County Comms., Road Improvement Dist. No. 22, J. M. Barrett, Commr.; improve road; 23,500 cu. yds. gravel; 60,000 cu. yds. grading; bridges; bids until Apr. 28; Parkes Engineering Co., Engr. (See Machinery Wanted—Road Construction.)

Ark., Searcy—White County Comms., Beebe, Antioch & Lonoke Road Improvement Dist., E. C. Warren, Secy., Beebe, Ark.; improve roads; 48,000 gals. bituminous binder; 86,000 cu. yds. grading; 8000 cu. yds. gravel; 11,000 cu. yds. stone; bridges, etc.; bids until May 4; Parkes Engineering Co., Engr., Pine Bluff, Ark. (See Machinery Wanted—Road Construction.)

Ark., Springdale—Washington County Commissioners, Fayetteville, Ark.; construct 7 mi. Elm Springs road; road from Springdale to Tontitown; \$176,951.14; J. H. McIlroy, Contr.

Fla., Daytona Beach—City; pave streets; voted \$6500 bonds. Address The Mayor.

Fla., Jupiter.—Palm Beach County Comms.,



West Palm Beach, Fla.; improve roads; vote Apr. 27 on \$80,000 bonds.

Fla., Marianna.—City, W. A. McAnulty, Clerk; pave Fayette, Caledonia, Jackson and other streets; 25,000 sq. yds.; brick, asphaltic concrete, concrete, bituminous macadam; bids until May 14; J. B. McCrary Co., Engr., Atlanta, Ga. (See Machinery Wanted—Paving.)

Fla., Miami.—City; pave streets; \$122,000; contracts to Municipal Construction Co.; McGahee & Sons; J. F. Morgan Construction Co. (Lately noted.)

Fla., St. Cloud.—City; construct 4100 sq. yds. street paving; \$14,000; E. H. Trebes & Co., Contrs., Tampa, Fla.; H. E. Wylie, Engr., St. Cloud, Fla. (Supersedes previous item.)

Fla., Tampa.—City Commrs. Public Works, Allen Thomas, Clk.; construct 5600 sq. ft. sheet cement sidewalks; bids until April 20. (See Machinery Wanted—Paving.)

Fla., Tampa.—Hillsborough County Commrs., James G. Yeats, Chrmn.; construct 33 mi. hard-surfaced road; bids until Apr. 30. (See Machinery Wanted—Road Construction.)

Ga., Blue Ridge—Fannin County, G. A. Curtis, Ordinary; construct 5.453 mi. Federal-aid road. Ga. No. 118; 200-ft. bridge over Toccoa River; 7108 lbs. reinforcing steel; bids until May 11; H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, Ga. (See Machinery Wanted—Road Construction.)

Ky., Barbourville.—City, John Parker, Clk.; construct 30,000 sq. yds. Kentucky rock asphalt on stone base; 9500 lin. ft. concrete curb; 5770 lin. ft. concrete curb and gutter; bids until Apr. 23; Joseph B. Murphy, Engr. (See Machinery Wanted—Paving.)

Ky., Clinton.—Hickman County Commrs.; construct roads; vote on bonds.

Ky., Eddyville.—Lyon County Commrs.; construct section of Central highway; vote on \$100,000 bonds.

Ky., Hickman.—Fulton County Commrs.; construct roads; vote on bonds.

Ky., London.—City; pave 2½ mi. streets; asphalt; \$100,000; will let contract. Address The Mayor.

Ky., Mayfield.—Graves County Commrs.; construct roads; vote on bonds.

Ky., Owensboro.—City, Jno. C. Calhoon, Mayor; improve Allen, Cedar and other streets; 48,000 sq. yds. asphalt concrete surfacing; 3344 ft. combined cement curb and gutter; bids until April 22; E. B. Shifley, City Engr. Lately noted. (See Machinery Wanted—Paving.)

Ky., Williamsburg.—Commr. Public Roads, Joseph Boggs, Commr., Frankfort, Ky.; construct 1.3 mi. street; hillside rock with rock asphalt macadam surface; \$78,391.89; Geo. F. Eady Co., Contr., Louisville, Ky.

La., Hahnville.—State Highway Dept., Board State Engrs. of Louisiana, Room 332 Maison Blanche Annex, New Orleans, La.; construct 5.63 mi. New Orleans-Baton Rouge highway, St. Charles Parish; bids until Apr. 27; Duncan Bule, State Highway Engr., New Orleans. (See Machinery Wanted—Road Construction.)

Md., Chestertown.—Kent County Commrs., John Medders, Clk.; resurface 1.55 mi. macadam road; 1500 tons crushed stone; \$10,000 available; Sutton Contracting Co., Contr., Still Pond, Md., and Philadelphia, Pa. Supersedes recent item. (See Machinery Wanted—Road Materials; Road Machinery.)

Md., Upper Marlboro.—State Roads Comsn., 601 Garrett Bldg., Baltimore; construct 1 mi. State Highway between Laurel toward Ashton; concrete; Prince George's County, Contract P-10; bids until Apr. 27. (See Machinery Wanted—Road Construction.)

Miss., Biloxi.—City Commrs.; improve

streets; 6 mi. hard surfacing; \$350,000 bonds; M. Culley, Engr., Jackson, Miss. (Supersedes previous item.)

Miss., Macon.—Noxubee County Supvrs. Dist. No. 4, Jno. A. Tyson, Clk.; construct roads; \$50,000 bonds. (Lately noted inviting construction bids.)

Miss., McComb City.—City, B. E. Butler, Clk.; construct 2000 sq. yds. concrete sidewalks; bids until April 20. (See Machinery Wanted—Paving.)

Miss., Port Gibson.—Claiborne County Commrs.; construct roads in Dist. No. 3; vote May 1 on \$50,000 bonds.

Mo., Bolivar.—Polk County Commrs.; construct roads; vote in September on \$716,500 bonds; defeated previous bond issue. (Lately noted to vote.)

Mo., Bolivar.—Polk County Commrs.; defeated \$716,500 bonds. (Lately noted to vote.)

Mo., Clinton.—Henry County Commrs.; defeated \$400,000 bonds. (Lately noted to vote.)

Mo., Jefferson City.—City; construct 40,000 sq. yds. paving; bituminous macadam; bids until May 5; Linn F. Brown, City Engr. Previously noted. (See Machinery Wanted—Paving.)

Mo., Jefferson City.—City; pave Havana and High Sts.; asphalt macadam; 3560 sq. yds.; bids until May 3; Linn F. Brown, City Engr. Previously noted. (See Machinery Wanted—Paving.)

Mo., St. Joseph.—Buchanan County Commrs.; pave Sparta road; \$461,205.54; Metropolitan Paving Co., Contr.

N. C., Halifax.—Halifax County Highway Comsn., C. F. Gore, Supt. Highways, Weldon, N. C.; construct 7.3 mi. sand-clay or gravel-clay roads; \$500 cu. yds. sand-clay or gravel surfacing; bridges; bids until Apr. 26. (See Machinery Wanted—Road Construction.)

N. C., Hertford.—Town Commrs.; pave Church and other streets; \$200,000 bonds; J. B. McCrary Co., Engr., Atlanta, Ga.

N. C., Waynesville.—Waynesville Township Road Commrs.; grade 3300 lin. ft. road; 12,230 cu. yds. excavation; bids until Apr. 19; J. W. Seaver, Engr. (See Machinery Wanted—Road Construction.)

Okla., Altus.—Jackson County Commrs.; construct hard-surfaced roads; vote May 22 on \$750,000 bonds; Carl R. Reid, Engr.

Okla., Altus.—City, S. F. Hickman, Mayor; construct 38,128 sq. yds. concrete pavement; 14,389 lin. ft. integral curb; storm sewers; bids until Apr. 19; J. C. Chism and Carl R. Reid, Engrs. (See Machinery Wanted—Paving.)

Okla., Guthrie.—Logan County Commrs.; construct 32 mi. hard-surfaced highway; vote on \$500,000 bonds; Federal-aid \$500,000.

Okla., Idabel.—McCurtain County Commrs.; construct roads; vote on \$300,000 bonds.

Okla., McAlester.—Pittsburg County Commissioners, Charles Hess, Commr.; hard-surface 132 mi. road; vote May 25 on \$1,000,000 bonds. (Lately noted planning \$1,000,000 bonds.)

Okla., Pauls Valley.—Garvin County Commrs.; construct roads; contemplate \$675,000 bonds.

S. C., Georgetown.—Georgetown County Commrs.; construct 10,395 mi. Andrews road; Federal-aid Project No. 48; sand-clay; 23,824 cu. yds. sand-clay surfacing; bridges; bids until Apr. 28; J. Roy Pennell, State Highway Engr., Columbia, S. C. (See Machinery Wanted—Road Construction.)

S. C., McCormick.—McCormick County Commrs.; topsoil roads; voted \$300,000 bonds.

S. C., Union.—Union Township Highway Comsn.; construct 3.873 mi. Union-Lockhart

road; 11,111 cu. yds. topsoil surfacing; bids until Apr. 29; W. B. Deneen, Engr. (See Machinery Wanted—Road Construction.)

Tenn., Alamo.—Tennessee Dept. Highways, Nashville, Tenn.; construct 5.90 mi. Jackson to Dyersburg, State Highway No. 34; bituminous macadam; \$162,000; Mid-Continental Construction Co., Contr., Nashville, Tenn.; O. F. Goetz, Engr., Alamo. (Supersedes recent item.)

Tenn., Covington.—City, J. J. Green, Mayor; pave streets.

Tenn., Covington.—State Highway Dept., Nashville, Tenn.; construct 5.15 mi. State Highway No. 12 between Hatchie River and Covington; Tipton County; bituminous macadam; \$155,000 available; 20-ft. span bridge; Murphy Sparkman & Co., Contrs., Martin, Tenn.; E. N. Rodgers, Engr., Covington. (Lately noted inviting bids.)

Tenn., Loudon.—Loudon County Commrs.; construct roads; voted \$235,000 bonds.

Tenn., Woodbury.—Cannon County Commrs.; construct roads; sold \$60,000 bonds.

Tex., Anahuac.—Chambers County Commrs.; improve roads; voted \$75,000 bonds.

Tex., Canadian.—Hemphill County Commrs., W. D. Fisher, Judge; construct roads. (See Machinery Wanted—Road Machinery.)

Tex., Comanche.—Comanche County Commrs.; defeated \$1,000,000 road bonds. (Lately noted to vote.)

Tex., Childress.—City; construct 30,000 sq. yds. street; vertical fibre brick, 4-in. concrete foundation; \$150,000 available; J. N. Jordan Construction Co., Contr., Plainview, Tex.; R. G. Carraway Co., Engr., Gainesville, Tex. (Lately noted inviting bids.)

Tex., Denison.—City; pave streets, street-lighting system, etc.; voted \$244,000 bonds. Address The Mayor. (Lately noted to vote.)

Tex., Falfurrias.—Brooks County Commrs.; construct graveled or paved roads; vote May 1 on \$100,000 bonds.

Tex., Gainesville.—Cooke County Commrs., J. F. Cobble, Clerk; construct roads; \$225,000 bonds. (Previously noted.)

Tex., Kingsville.—Kleberg County Commrs., Ben F. Wilson, Judge; improve roads; 864,508.6 cu. yds. gravel surfacing; 268,995 lbs. steel reinforcing; bids until May 3. (See Machinery Wanted—Road Construction.)

Tex., Marshall.—Harrison County, W. H. Strength, County Judge; construct 39.45 mi. highway, No. 11; Federal-aid Project No. 142; grading, surface with gravel, rock and bituminous surface treatment, concrete bridges and culverts; bids until April 30; Geo. A. Duren, County Engr. (See Machinery Wanted—Road Construction.)

Tex., Sherman.—Grayson County Commrs.; construct 9 mi. gravel road in Dist. No. 7; J. C. Field, Engr.

Tex., Tyler.—Smith County Commrs.; construct 24.6 mi. gravel and bituminous surfaced roads; \$300,000 available; Harris & Powell Contrs.; D. K. Caldwell, Engr. (Lately noted inviting bids.)

Tex., Waco.—McLennan County Commrs., J. P. Alexander, Judge; construct roads in Mart Dist.; vote May 4 on \$555,000 bonds.

Tex., Waco.—McLennan County Commrs., J. P. Alexander, Judge; improve 12 mi. Dallas road; asphalt; \$32,310; contract let.

Va., Houston.—Halifax County Commrs.; construct 135 mi. road; vote on \$450,000 bonds; A. L. Micon, County Engr. (Supersedes recent item.)

Va., Lynchburg.—Joint Committee on Streets, Street Cleaning and Sewers, N. B. Handy, Chrmn.; resurface Norfolk, Elmwood, Boston Aves. and streets; 66,355 sq. yds.; bituminous macadam; Barrett Co., Contr., Phila-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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Va., Pearisburg-Giles County Supvrs.; im-  
prove roads; voted \$300,000 bonds. (Lately  
noted to vote.)

Va., Roanoke.—City, W. P. Hunter, City  
Mgr.; pave streets; concrete, brick, Belgian  
block and sheet asphalt; \$450,000 available;  
Tinsley Construction Co., Contr.; Aaron Ward  
Morris, Engr. (Lately noted inviting bids.)

W. Va., Coalwood.—McDowell County  
Comms., Welch, W. Va.; construct road; vote  
on \$300,000 bonds.

W. Va., Fayetteville.—Fayette County  
Comms.; construct 8 mi. Loup Creek road  
from Robson to Kincaid; invite new bids; re-  
jected previous bids.

W. Va., Huntington.—Cabell County Comms.;  
construct 25 mi. paving, including Hunting-  
ton-Hamlin, McCoy-Wayne, Harvettown-Wayne  
and other roads; vote May 25 on \$1,000,000  
bonds.

W. Va., Huntington.—City Comms.; pave  
streets; bids until Apr. 29; Jos. N. Doyle,  
Engr., Hippodrome Bldg.

W. Va., Parkersburg.—City, J. Loyal Gilbert,  
Mayor; pave Market, Juliana and East 7th  
Sts.; concrete base with asphalt surface; \$25-  
733.60; contracts to Kennedy Construction Co.,  
Parkersburg, and Federal Asphalt Co., Hamil-  
ton, Ohio; L. G. Merrill, City Engr. (Lately  
noted inviting bids.)

Va., Wise.—Wise County Comms.; improve  
roads in Richmond Magisterial Dist.; vote  
April 24 on bonds.

W. Va., Wayne.—Wayne County Comms.,  
Frank A. Fry, Clk.; construct 3.7 mi. Iverson-  
Buffalo road; C. S. Waugh & Co., Contrs.,  
Williamson, W. Va.; Howard A. Levering,  
County Road Engr.

## Sewer Construction.

Fla., Monticello.—City, Jno. H. Shuman,  
Clerk; construct 5½ mi. 8 to 10-in. sanitary  
sewers; sewage-disposal plant; 4 septic tanks;  
bids until May 4; J. B. McCrary Co., Engr.,  
Atlanta, Ga. (See Machinery Wanted—Sewer  
Construction.)

Ga., Dublin.—City; extend sewer system;  
vote June 3 on bonds. Address The Mayor.

Ga., Swainsboro.—City, Milo M. Curl, Clerk;  
construct \$25,000 sewer system; J. B. McCrary  
Co., Engr., Atlanta, Ga. (Lately noted voted  
\$25,000 bonds.)

Miss., Tunica.—City, W. H. Houston Mayor;  
construct sewer system; settling tanks, 37,000  
sq. yds. drainage canal; 26,600 lin. ft. 8 to  
18-in. sewer; manholes, settling tanks, etc.;  
bids until May 4; Dabney Engineering Co.,  
Engr., Memphis, Tenn. (See Machinery  
Wanted—Sewer Construction.)

N. C., Cherryville.—Town, J. B. Houser,  
Mayor; construct \$52,239.25 sewer system and  
\$13,693 disposal plant; Carolina Engineering  
Co., Engr., 412 Southern Bldg., Wilmington,  
N. C.; Dysard Construction Co., Contr. for  
sewers, Atlanta, Ga.; Tucker & Laxton, Con-  
tractors for disposal plant, Charlotte, N. C.  
(Supersedes recent item.)

Okla., Durant.—City; extend sewer and wa-  
ter systems; voted \$10,000 bonds. Address The  
Mayor.

S. C., Johnston.—City, E. R. Mobley, Mayor;  
construct sewer system; vote May 11 on  
\$35,000 bonds.

Tenn., Alton Park.—City, J. F. Hager,  
Mayor; construct sanitary sewer system; 7½  
mi. vitrified-pipe sewers; 125 brick manholes;  
septic and flushing tanks, etc.; bids until May  
8; W. L. Brandon, Engr. (See Machinery  
Wanted—Sewer Construction.)

Tex., El Paso.—City; construct storm sewers

and pump stations on 7th St.; \$17,500; V. E.  
Ware, Contr.

Tex., Whitesboro.—City; construct \$40,000  
sanitary sewer; bids about May 15; R. G.  
Carraway Co., Gen. and Const. Engr., Gaines-  
ville, Tex. (See Machinery Wanted—Sewer  
Construction.)

Va., Coeburn.—C. O. Ramsey; install sewer  
and water systems; \$40,000 to \$50,000. Lately  
noted contemplated. (See Machinery Wanted  
—Tiles.)

## Shipbuilding Plants.

La., New Orleans.—Steel Ships.—Jahneke  
Dry Dock & Ship Repair Co., Ernest Lee  
Jahneke, Prest.; construct 3d additional dry  
dock; lifting capacity 6000 tons.

## Telephone Systems.

Ala., Oxford.—Buckhorn Telephone Co. or-  
ganized; capital \$2000; T. B. Jenkins, Prest.-  
Mgr.; D. C. Cooper, V.-P.; T. A. Gannaway,  
Secy.-Treas.; install lines for rural residences.  
(Lately noted inceptd., capital \$3000.)

Mo., St. Louis.—Southwestern Bell Tele-  
phone Co., Oklahoma City; erect 2-story and  
basement 56x66-ft. automatic station; Smiser  
Construction Co., Contr., 222 Mercantile  
Bldg., Oklahoma City. (Lately noted to issue  
\$50,000,000 common and \$25,000,000 preferred  
stock.)

N. C., Shelby.—Southern Bell Telephone &  
Telegraph Co., Atlanta, Ga.; install line from  
Shelby to Bat Cave and Chimney Rock;  
\$11,000.

## Textile Mills.

Ga., Cartersville.—Underwear.—Chamber of  
Commerce; organize company to mfr. knit  
underwear.

Ga., Columbus.—Yarns.—Swift Spinning  
Mills; increase capital from \$300,000 to \$2-  
000,000.

Ky., Louisville.—Textile Products.—Louis-  
ville Textile Products Co. inceptd.; Stanley  
B. Mayer, Roy B. Hansbrough, all Louis-  
ville; Donald Gottwald, Defiance, O.

Miss., Magnolia.—Cotton Products.—Magnolia  
Cotton Mills Corp.; increase capital from \$30-  
000 to \$80,000.

Miss., Meridian.—Cotton Products.—Lauder-  
dale Cotton Mills; improve plant; purchased  
285 additional automatic looms; improve  
homes of 8-acre mill village; total cost \$150-  
000.

N. C., Belmont.—Yarn.—Perfection Spinning  
Co. organized; capital \$1,000,000; A. C. Line-  
berger, Prest.; D. P. Stowe, Secy.-Treas.;  
erect building; install 10,000 spindles; mchy.  
ordered. (Lately noted inceptd.)

N. C., Blacoe.—Cotton Products.—Alleen  
Mills organized; capital \$500,000; Jno. C. Ran-  
kin, Prest.; David Clark, Secy.; purchased  
Francis Cotton Mills; 7860-spindle plant.

N. C., Charlotte.—Cotton Products.—Chad-  
wick-Hoskins Cotton Mills; increase capital  
from \$3,000,000 to \$5,800,000.

N. C., China Grove.—Cotton Products.—China  
Grove Cotton Mills Co. organized; capital  
\$1,000,000; A. C. Lineberger, Prest., Belmont,  
N. C.; Jno. H. Rutledge, Secy.-Treas., Con-  
cord, N. C. (Lately noted inceptd.)

N. C., Kernersville.—Hosiery.—Vance Knit-  
ting Co. organized; capital \$40,000; M. Vance  
Fulp, Prest.-Treas.; Jas. J. Griffith, Secy.;  
erect 100x40-ft. building; brick; install 50  
knitting machines; mchy. purchased; 10 H. P.  
electric power; daily capacity, 500 doz. pairs  
hosiery.

N. C., High Point.—Hosiery.—Harriss-Coving-  
ton Hosiery Mills inceptd.; capital \$250,000; J.  
W. and F. W. Harriss, W. C. Covington.

N. C., High Point.—Hosiery.—Harriss-Coving-  
ton Hosiery Mills organized; capital \$60,000;  
J. W. Harriss, Prest.; W. C. Covington, Secy.-  
Treas.; erect 2-story 80x50-ft. and 1-story 7x  
32-ft. mill construction buildings; \$35,000 to  
\$50,000; install 70 to 100 knitting machines; J. O.  
Cannon, Archt.-Engr. (See Machinery Wanted  
—Hosiery Machinery, etc.)

N. C., Lincolnton.—Cotton Products.—Indian  
Creek Mills organized; D. P. Rhodes, Prest.-  
Treas.; Paul Rhodes, Secy.; succeeds Indian  
Creek Mfg. Co.; daily capacity 2000 lbs. 20  
single warps. (Lately noted inceptd., capital  
\$125,000.)

N. C., Madison.—Hosiery.—Madison Hosiery  
Mills, R. O. Lindsay, Secy.-Treas. and Mgr.;  
has building; install 30 knitting machines;  
\$600 gas engine; 10 H. P.; \$12,000 mchy.; daily  
output, 300 doz. prs. women's hose. (Super-  
sedes recent item.)

N. C., Reidsville.—Underwear.—P. H. Hanes  
Knitting Co., P. H. Hanes, Jr., V.-P. and  
Treas., Winston-Salem, N. C.; establish fin-  
ishing plant; install 75 sewing machines;  
electric power. (Supersedes recent item.)

N. C., Statesville.—Hosiery.—Liberty Hosiery  
Mill; rebuild burned plant.

N. C., Stony Point.—Yarns.—Rocky Face  
Spinning Co. has 6048-spindle plant. (Recent  
report as to plan for building mill was an  
error.)

N. C., St. Pauls.—Cotton Products.—Mc-  
Eachern Cotton Mill Co. inceptd.; capital  
\$100,000; E. R. McEachern.

N. C., Valdese.—Hosiery.—Pauline Knitting  
Mills organized; capital \$30,000; Garrou &  
Pons, Mgrs.; install 20 machines; electric  
power; daily capacity 100 doz. pairs women's  
combed and mercerized hose; finish product at  
Waldensian Hosiery Mills. (Lately noted  
inceptd.)

S. C., Anderson.—Cotton Products.—Orr Cot-  
ton Mills; increase capital from \$800,000 to  
\$1,600,000.

S. C., Rock Hill.—Cotton Yarn.—Helen Yarn  
Mills, W. R. Armstrong, V.-P. and Treas.;  
erect 1-story 205x50-ft. mill construction build-  
ing; \$35,000 to \$40,000; install 2500 spindles;  
\$50,000 mchy. purchased; electric power. (Super-  
sedes recent item.)

S. C., Union.—Hosiery.—Gault Mfg. Co.; in-  
crease capital from \$10,000 to \$20,000.

Tenn., Chattanooga.—Laces.—Mitchell Mfg.  
Co., Portsmouth, Ohio; has 2-story and base-  
ment branch factory building; 140x90-ft. floor  
space; mchy. purchased; daily capacity 400-  
dozen gross shoe and corset laces; probably  
incorporate this branch with \$150,000 capital;  
J. E. Williams, Local Mgr.

Va., Harrisonburg.—Silk.—Stehli Silks Corp.,  
C. W. Barlow, Secy., 104 E. 25th St., New  
York; build silk mill; install mchy.; contracts  
let. (Lately noted.)

Va., Lynchburg.—Hosiery.—Lynchburg Hos-  
iery Mill Co.; increase capital from \$50,000 to  
\$100,000.

## Water-Works.

Ark., Pine Bluff.—Julius Leitner; install  
water system on plantation. (See Cotton  
Compresses and Gins.)

Fla., Daytona Beach.—City; install soften-  
ing plant; vote on \$10,000 bonds. Address The  
Mayor.

Ga., Dublin.—City; extend water-works;  
vote June 3 on bonds. Address The Mayor.

Ga., Swainsboro.—City, Milo M. Curl, Clk.;  
construct \$50,000 water-works; J. B. McCrary  
Co., Engr., Atlanta, Ga. (Lately noted voted  
\$50,000 bonds.)

La., Columbia.—Town; install water and  
electric-light plants; voted \$30,000 bonds. Ad-  
dress The Mayor. (Lately noted.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

La., Monroe.—City Coman.; construct water, electric-light and power plants; install mchy.; Foundation Co., Contr., New York. (Lately noted voted \$25,000 bonds.)

Mo., Sarcosie.—City, F. O. Gustafson, Clk.; construct water-works; \$9000 bonds.

Okla., Claremore.—City; improve water and light systems; voted \$75,000 bonds. Address The Mayor. (Lately noted to vote.)

Okla., El Reno.—City, Ethel Dowell, Clk.; improve water-works; erect 2,000,000-gal. capacity reservoir, etc.; voted \$400,000 bonds; Burns & McDonnell, Civil Engrs., Interstate Bldg., Kansas City, Mo. (Supersedes recent item.)

Okla., Sand Springs.—Town; construct 900x 72-ft. reinforced concrete dam; soil foundation; intake system and 30-in. supply main; supply water to Sand Springs Home and town; total cost \$375,000; Ambursen Construction Co., Engr.-Constructor, 61 Broadway, New York, to design and supervise construction; probably manage through branch office at 706 Scarritt Bldg., Kansas City, Mo.; C. W. Ferron, Chief Engr. for town.

S. C., Johnston.—City, E. R. Mobley, Mayor; construct water-works; vote May 11 on \$65,000 bonds.

Tenn., Rogersville.—Town, T. J. Price, Chrmn. Water-works Coman.; install \$75,000 to \$100,000 water-works; J. N. Ambler, Engr., Richmond, Va.; Robt. L. Blevins, Gen. Contr., Bristol, Tenn.; at present Rogersville, Tenn. (Lately noted.)

Tex., Dallas.—City, Frank W. Woxenraft, Mayor; install pumping station at Record Crossing on Trinity River; electrically driven rotary pump; total cost \$10,000; Geo. Fairtrace, City Engr.

Va., Coeburn.—C. O. Ramsey; install water and sewer systems; concrete reservoirs; total cost \$40,000 to \$50,000. Lately noted contemplated. (See Machinery Wanted—Pipe.)

Va., Culpeper.—City; extend water-works; install filtration plant, coagulating basin with immediate piping; probably ½ ml. raw water line; Diehl & Vance, Engrs., Virginia-Carolina Bldg., Norfolk, Va.

### Woodworking Plants.

Fla., St. Petersburg.—Truck Bodies.—Amesbury Mfg. Co. incptd.; capital \$20,000; C. H. Prescott, Prest.; B. S. Wright, V.-P.; E. B. Holcomb, Secy.-Treas.

Ga., Atlanta.—Boxes.—Massell Realty Co.; erect 1-story box plant; \$25,000.

Ga., Macon.—Sash, Doors, etc.—Central Sash & Door Co. incptd.; capital \$120,000; William C. Marshall, T. M. Willingham.

La., Lafayette.—Sash, Doors, etc.—Lafayette Lumber Co., P. J. Voorhies, Secy.; erect 2-story 65x90-ft. building; mill construction; fireproof roof; erection by owner; install woodworking mchy., including planers, molders, etc., electric driven; \$12,000; purchased. (Lately noted to erect plant.)

Miss., McCombs.—Boxes.—Hinton's Box Co.; rebuild burned plant.

Mo., St. Louis.—Wagons.—Wm. W. Schaeffer, 13th and Cass Sts.; erect 1-story 40x150-ft. factory; Aug. Winkle, Contr., 1810 N. Leffingwell Ave.; Wedemeyer & Nelson, Archts., Walnwright Bldg.

N. C., Walkertown.—Boxes, etc.—Carolina Box & Lumber Co. incptd.; capital \$100,000; W. H. Gibson, A. W. Preston, L. B. Neal.

N. C., Wilmington.—Ready-Cut Houses.—Aladdin Co. incptd.; capital \$500,000; A. R. Breese, Wilmington; W. J. Sovereign, Bay City, Mich.; W. W. Decker, Chicago; mfre. ready-cut houses. (Aladdin Co., Bay City, Mich., previously noted to remodel lumber plant for ready-cut house mfre., install en-

gines, boilers, woodworking mchy., with A. R. Breese as Local Mgr.)

Okla., Okmulgee.—Ready-Cut Houses.—Royal M. Detachable & Portable House Co. incptd.; capital \$50,000; Roy M. Morgan, V. P. Wilson, C. D. Crites.

N. C., Linwood.—Veneer.—Ellore Veneer Co. incptd.; capital \$50,000; V. Phillips, Linwood; W. P. Hall, Ellore, S. C.; Wade H. Phillips, Lexington, S. C.

Tex., Fort Worth.—Furniture.—Hub Furniture Co., Willie St.; erect 4-story 80x110-ft. fireproof building; brick and concrete construction; \$125,000; B. F. & C. M. Davis, Contrs.

Tex., Houston.—Furniture.—Black Bros. Furniture Co.; increased capital from \$10,000 to \$100,000.

Tex., Lufkin.—Sash, Doors, etc.—W. B. Jackson, Bryan, Tex.; erect sash and door plant.

Va., Crozet.—Insulator Pins, etc.—Crozet Pin & Bracket Co., W. P. Pickers, Prop.; has building; install electric motors, wood-turning lathes; threaders, saws and frames; \$9000; purchased; daily output 10,000 pins, etc. (Lately noted to establish plant.)

Va., Richmond.—Furniture.—Bloomberg-Michael Furniture Co., W. H. Michael, Prest.; increased capital from \$50,000 to \$200,000.

### Fire Damage.

Ark., Heber Springs.—Heber Springs Light Co.'s plant; loss \$10,000.

Ark., Horatio.—F. C. Peck & Son; gravel-washing plant; loss \$50,000.

Fla., Miami Beach.—Miami Beach Golf Club; loss \$20,000.

Ga., Columbus.—Atlantic Compress Co.'s building; loss \$100,000.

Ky., Henderson.—American Nicotine Co.'s plant; loss \$15,000.

Ky., Sherburne.—Moses T. Hendrix's residence; loss \$10,000.

La., Monroe.—Monroe Light & Power Co.'s plant.

La., Shreveport.—W. F. Wood's garage; loss \$25,000.

Md., Annapolis.—P. Y. K. Howatt's residence, Bay Ridge Rd.

Md., Baltimore.—Indian Refining Co.'s plant; loss \$20,000.

Md., Princess Anne.—S. D. Murray's livery stable and residence; Mrs. Uriah Lankford,

Columbus Lankford, Mrs. Upshur Dixon's residences; J. T. Taylor, W. J. Brown and Geo. Powell's barns; loss \$50,000.

Md., Landsdowne.—Wm. Miller's residence and garage; George Ford's residence; Dunkerly Bros. warehouse; loss \$30,000.

Md., Millington.—Isaac Hollins and Frank S. Bottomley's stores; Frank Wosknocht's shoe-repairing shop; Fannie Hurtt's residence; loss \$50,000.

Miss., Laurel.—J. T. O'Ferrall's building; loss \$40,000; Corner Drug Store, \$15,000.

Miss., McCombs.—Hinton's Box Co.'s plant.

Miss., Union.—Will Roberts and Bob Handford's residences.

Mo., Columbia.—University of Missouri medical building; loss \$15,000 to \$20,000.

Mo., Kansas City.—City Ice Co.'s garage and barn, 22d and Harrison Sts.

N. C., Wilson.—Stokes, Tomlinson & Co.'s store; Nash Street Pharmacy.

Okla., Mangum.—Healy Bros.' gin; loss \$40,000.

Okla., Ponca City.—F. C. Nonamakers' business building; Murry Theater; Downey Bros.' store; loss \$150,000.

N. C., Statesville.—Liberty Hosiery Mill.

S. C., Honea Path.—Joe H. H. Ashley's cotton gin.

Tenn., Memphis.—York Lumber & Mfg. Co.'s plant; loss \$300,000.

Tenn., Memphis.—John H. Poston Storage Warehouse Co.'s building.

Tex., Navasota.—P. H. Levy's residence; loss \$10,000.

Tex., San Angelo.—John P. Lee's residence; loss \$15,000.

Tex., Sherman.—Malone-Jamison Drug Store, owned by Mrs. David Bryant; Gem Theater, owned by Mrs. Elvina Myers, San Francisco, Cal.; loss \$20,000.

Tex., Three Rivers.—H. B. Crosby's ranch-house near Three Rivers.

W. Va., Beckley.—J. P. Clay's barn; J. B. Earwood and Mrs. Mary E. Shanks' dwellings.

W. Va., Charleston.—Fred M. Staunton's residence; loss \$8000 to \$10,000.

### Damaged by Storm.

La., Eros.—Eros High School, loss \$30,000; Methodist and Baptist Churches (address The Pastor); Eros State Bank; J. J. Grant's store; other buildings.

## BUILDING NEWS

EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

## BUILDINGS PROPOSED

### Apartment-Houses.

Ky., Lexington.—C. C. and E. A. Weber, Miller Bldg., Cincinnati; reported preparing plans for apartment building; 9 stories and basement; 67 suites; 48x126 ft.; brick.

Md., Baltimore.—J. White; convert building at St. George Road, near Roland Ave., into apartments; \$20,000.

Mo., Kansas City.—W. B. Weaver, 304 Commerce Bldg.; erect \$75,000 apartment building; 75x60 ft.; brick, stucco and reinforced concrete; vulcanite built-up roof; oak floors; vapor heating system; T. D. Broad, Archt., First Natl. Bank Bldg. Address owner. (Lately noted.)

Va., Norfolk.—Dr. W. A. Strol; erect \$50,000 apartment building; 4 stories; 74x70 ft.; 16

suites; brick; Harvey Abrames, Archt., Arcade Bldg.

Va., Norfolk.—J. E. Berry and Arthur C. Gray reported promoting \$650,000 apartment-house, Olney Rd. and Stockley Gardens, Ghent; 11 stories; 60 suites, 3, 4, 5 and 7 rooms; exterior, Indiana limestone, brick and terra-cotta; marble wainscoting in lobby; hardwood floors; soundproof and fireproof; install gas incinerators and refrigerating coils; 4 passenger elevators; Phillip B. Moser, Archt., Law Bldg.

### Association and Fraternal.

Ky., Hellier.—Marrowbone Coal Co.; erect Y. M. C. A. building. (See Dwellings.)

La., Lafayette.—Benevolent Protective Or-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Dixon's resi-  
n and Geo.

s residence  
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building;

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der of Elks, Dr. R. D. Voorhies, Exalted Ruler; bids until May 6 to erect building; 2 stories; roof garden; natatorium; shower baths; gymnasium, etc.; separate bids for heating and plumbing; plans and specifications at office Nolan & Torre Archts., 1023 Hennen Bldg., New Orleans. (Previously noted.)

Mo., Eldon.—Ancient Free and Accepted Masons, E. B. Stanley, Chrmn. Bldg. Com.; erect \$20,000 building; 1 story and basement; 40x50 ft.; semi-fireproof; brick and stone; O. J. Popp, Archt., Odd Fellows' Bldg., St. Louis.

S. C., Columbia.—Ancient Free and Accepted Masons; erect club and office building.

Tex., Electra.—Independent Order of Odd Fellows; erect \$25,000 hall.

Va., Lynchburg.—Benevolent Protective Order of Elks, W. O. Bell, Exalted Ruler; expend \$40,000 to remodel club, install lighting system, etc.

### Bank and Office.

La., De Ridder.—De Ridder National Bank, P. W. West, Prest.; alterations to building. (See Machinery Wanted—Bank Fixtures; Vault; Safe.)

La., New Orleans.—Bank of St. Charles, E. Alexander, Prest., Boutte, La.; erect brick building.

La., Shreveport.—Mutual Building Assn., Philip Lieber, V.-P.; erect \$25,000 addition; 20x75 ft.; install 3-story vault.

La., White Castle.—Merchants & Planters' Bank, J. Stone Ware, Prest.; erect bank building.

Md., Baltimore.—Thos. Charles Williams, 8 E. Lexington St.; alter office building; brick; tin roof; wood floors; steam heat; electric lights; install 5-story elevator; Fredk. E. Beall, Archt., 1335 N. Gilmor St. (See Machinery Wanted—Building Material; Electrical Equipment; Elevator; Fire-escape; Heating Plant.)

Okla., Tulsa.—Tulsa Street Railway; erect \$12,000 office building.

Okla., Tulsa.—Thompson Bros. & Hughes; reported to erect 12-story office building; "L" shape; 86x140 ft.; reinforced concrete; granite, brick and terra-cotta trim; \$700,000; Bass, Knowlton, Graham & Reynolds, Archts.

Okla., Tulsa.—W. A. Marquis and others; erect 10-story office building; fireproof; reinforced concrete.

Tex., Dallas.—Magnolia Petroleum Co., Great Southern Life Bldg.; erect \$2,000,000 office building; 24 stories; 100x120 ft.; reinforced concrete and steel; composition pitch felt and gravel roof; concrete and tile floors; other details not determined; no contract; cost plus basis; Alfred C. Bossmo, Archt.; 306 Fifth Ave., New York, and Lang & Witchell, American Exchange National Bank Bldg., Dallas, Asso. Archts. (Previously noted.)

Tex., Fort Worth.—Millers' Mutual Fire Insurance Co.; erect \$100,000 office building; 2 stories; additional stories later; Van Slyke & Woodruff, Archts., Burkburnett Bldg. (Lately noted.)

Tex., Lohn.—State Bank, J. K. Shelton, Prest.; erect brick or stone building.

Tex., Temple.—Farmers' State Bank; expend \$10,000 to improve building; marble fixtures, tile floor, heating system, vault, furniture, etc.

Va., Alexandria.—Richard Gibson; erect office building; 2 stories; 25x40 ft.; brick; J. B. Collins, Archt., Cameron and Union Sts.

Va., Bristol.—Bank of Bristol; expend \$100,

000 to remodel building; 1st story exterior, Indiana limestone; marble interior.

W. Va., Charleston.—O. F. Payne; erect \$60,000 bank and office building; 3 stories and basement; 40x105 ft.; brick; Higginbotham & Knapp, Archts., 702 Charleston National Bank Bldg.

W. Va., Davy.—Bank of Davy, Dr. J. H. Anderson, Marytown, W. Va.; erect \$30,000 bank building; A. F. Wysong, Archt., Princeton, W. Va.; receiving bids on building, furniture and fixtures. (Lately noted.)

W. Va., Elkins.—Davis Trust Co.; expend \$20,000 to remodel building; J. Stanley Miller, Archt., 511-A "C," Brooklyn, N. Y.

### Churches.

Ala., Gadsden.—West Gadsden Methodist Church; erect \$50,000 building. Address The Pastor.

D. C., Washington.—D. H. Smith, Union Trust Bldg., preparing plans for \$20,000 church; 1 story; 35x70 ft.

D. C., Washington.—Spelden & Speiden, 1403 New York Ave., preparing plans for \$30,000 church; 1-story and gallery; stone and brick.

D. C., Washington.—Columbia Heights Christian Church, Rev. E. B. Bagby, Pastor, 1658 Park Rd.; 1 story and basement; 30x90 ft.; brick; M. R. Rhoads, Archt., Chambersburg, Pa.

Ga., Statesboro.—Presbyterian Church, W. E. McDougald, Chrmn. Comm.; erect brick building.

Ky., Hellier.—Marrowbone Coal Co.; erect church. (See Dwellings.)

Ky., Louisville.—United Brethren Congregation, Rev. W. H. Todd, Pastor, New Albany, Ind.; erect \$20,000 tabernacle; 1 story; 100x160 ft.; stucco over hollow tile; construction by owner.

Ma., Aquasco.—St. Paul's Parish; erect building; brick; hot-air heat; electric lights; bids until Apr. 26; Delos H. Smith, Archt., Union Trust Bldg., Washington, D. C.

Md., Baltimore.—St. Paul's Lutheran Church; erect \$17,000 community building, Pressman nr. Poplar Grove St.; 40x85 ft.; fireproof; asbestos shingle roof; wood floors; steam heat; electric lights; cement walks; G. W. Carstens, Jr., Archt., 2813 Winchester St.

Miss., Belzoni.—Methodist Church; plans to erect building. Address The Pastor.

Miss., Belzoni.—Baptist Church; plans to erect building. Address The Pastor.

Mo., Mokane.—Methodist Church, Rev. W. W. Wilson, pastor; erect \$60,000 building; 2 stories; 60x110 ft.; brick and stone; M. F. Bell, Archt., Fulton, Mo.

Okla., Bristow.—Baptist Church; erect building. Address The Pastor.

S. C., York.—First Baptist Church, Rev. B. H. Waugh, Pastor; erect \$15,000 to \$18,000 building lately noted; brick; slate roof; wood floor; seat 400; hot-air heat; receiving bids; J. J. Baldwin, Archt., Anderson. Address owner. (See Machinery Wanted—Building Material; Brick; Flooring.)

Tenn., Marianna.—Episcopal Church; erect building; stone and hollow tile; Spanish mission design; Mahan & Broadwell, Archts., 144 Madison Ave., Memphis.

Tenn., Greenwood.—Colored Methodist Episcopal Church; erect \$12,000 building; Ben Bullard interested.

Tex., Electra.—First Baptist Church; plans to erect \$50,000 building. Address The Pastor.

Tex., El Paso.—First Baptist Church; erect \$100,000 Sunday-school building; 4 stories and basement; roof garden; gymnasium

and swimming-pool in basement. Address The Pastor.

Tex., Galveston.—Macedonian Missionary Baptist Church, Rev. Alfred Barbour, pastor, 2322 Avenue M; remodel building; new roof; brick veneer; new windows, etc.; \$10,000.

Tex., San Antonio.—Utica Presbyterian Church; expend \$20,000 to erect building; 50x50 ft.; ultimate cost \$35,000; hollow tile; stucco walls; concrete wood floors; clay tile roof; hot-air heat; rolling partitions; wire glass; bids opened about 3 weeks; Robt. Cameron, Archt., 606 Trost Bldg. (Lately noted.)

Va., Newport News.—Adath Yeshurun Congregation, Mac Levinson, Chrmn. Building Comm., care Levinson Packing Co., 26th and Jefferson Sts.; erect \$85,000 synagogue; 3 stories; 61x95 ft.; brick; McKee, Williams & Pettibone, Archts., 225 28th St.

Va., Norfolk.—B. F. Mitchell, Seaboard Bank Bldg.; preparing plans for brick church and Sunday-school.

W. Va., Franklin.—Presbyterian Church; erect church and Sunday-school building; 1 story and basement; 80x37 ft.; concrete and river rock; Stanhope S. Johnson, Archt., People's Bank Bldg., Lynchburg. (Previously noted.)

W. Va., Warwood.—Methodist Episcopal Church, Rev. A. Lazenby, Pastor; erect \$50,000 building; 60x105 ft.; 3 stories; brick; bids about May 1; Ralph B. Orr and J. B. Martin, Archts., East Liverpool, O.

### City and County.

Ga., Dublin.—Hospital, etc.—City and Laurens County; vote June 3 on \$90,000 bonds to erect hospital; city also votes additional bonds to complete grammar school, etc. Address The Mayor and County Commrs.

La., New Orleans.—Sheds.—Board of Commissioners, Suite 200, New Court Bldg.; bids until Apr. 27 for structural steel for 2 sheds at Desire St., Banana Wharf; (1) banana shed fabricated f. o. b. contractors' plant; (2) banana shed erected and painted; (3) outboard shed fabricated contractors' plant; (4) outboard shed erected and painted; plans and specifications at office Arsene Perillat, Ch. Engr., No. 1 Canal St. (Lately noted.)

Okla., Hawthorne.—City Hall.—City, W. J. Hulsey, Clk., voted \$10,000 bonds to erect city hall.

Va., Roanoke.—Library.—City; remodel building at Elm Park for library; museum, art, music, children's room, etc.; Eubank & Caldwell, Archts.

### Courthouses.

Okla., McAlester.—Pittsburg County Commissioners; vote May 25 on \$300,000 bonds to erect courthouse. (Lately noted.)

S. C., McCormick.—McCormick County Commrs.; erect courthouse; \$40,000 bonds.

### Dwellings.

Ark., Little Rock.—Geo. Coat; erect residence; brick veneer; 10 rooms; Thompson & Harding, Archts.

D. C., Washington.—A. S. J. Atkinson, 380 Macomb St. N. W.; preparing plans for \$12,000 dwelling; 2 stories and basement; brick; stone trim.

D. C., Washington.—Ward Brown, 924 17th St. N. W.; preparing plans for alterations to residence; 2½ stories; frame; \$20,000.

Fla., Crestview.—C. B. Furlow; erect \$12,000 residence; 2 stories and basement; 35x54 ft.; hollow tile and stucco; Aurelius-Swanston Co., Archts., 1006 First National Bank Bldg., Oklahoma City.

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Fla., Mulberry.—Farmers' Co-operative Phosphate & Fertilizer Co., L. N. Pipkin, Prest.; erect number of dwellings for employees in connection with plant.

Fla., Tampa.—G. A. Miller; erect \$10,000 residence.

Ga., Donaldsonville.—D. W. Cherry; erect 1-story residence; hollow tile and brick veneer; S. R. Fetner, Archt., Westbrook Bldg., Albany, Ga.

Ga., Pelham.—B. U. Curry; erect 2-story hollow tile and brick-veneer dwelling; S. R. Fetner, Archt., Westbrook Bldg., Albany, Ga.

Ga., Savannah.—Judge Beverly D. Evans; erect brick residence.

Ky., Central City.—Gibraltar Coal Mining Co.; establish village; erect number miners' houses, etc.

Ky., Elizabethtown.—M. H. Galbert; erect \$10,000 residence; 2 stories and basement; brick; A. R. Smith, Archt., 510 Realty Bldg., Louisville.

Ky., Hazard.—P. W. Gault; erect 6 dwellings; \$24,000.

Ky., Hellier.—Marrowbone Coal Co.; erect 50 miners' dwellings, Y. M. C. A. and church.

Ky., Lancaster.—Jas. W. Smith; erect \$10,000 residence; 2 stories; brick; Chas. B. Young, Archt., Strand Theater Bldg., Lexington, Ky.

Ky., Lexington.—R. S. Webb; erect several dwellings; \$9000 each.

Ky., Louisville.—Southern Wood Products Co., 34th and Market Sts.; erect 7 dwellings; 2 stories; 28x40 ft.; frame and brick; \$35,000.

Ky., Owensboro.—Building and Loan Association and Chamber of Commerce; promoting erection of dwellings, \$4000 to \$5000 each.

Ky., Owensboro.—A. M. Irwin; erect \$12,000 residence; 2 stories and basement; 31x54 ft.; metal lath and stucco; composition roof; G. A. Nichols, Inc., Archt., 301 Southwest National Bank, Oklahoma City.

Ky., Russell.—Ralph Murray, Masonic Bldg., Ironton, Ohio; prepared plans and taking bids to erect \$10,000 dwelling; 2 stories and basement; 32x36 ft.

Ky., Typo.—Mitchell-Willis Coal Co.; erect 25 miners' dwellings.

Md., Baltimore.—Progressive Building Co., 3535 Liberty Heights Ave.; erect dwellings, 2500-18 Lauretta Ave.; 14x42 ft.; brick and hollow tile; asphalt and tar roof; wood floors; pipeless furnace; electric lights; cement sidewalk; \$2500 each; L. A. Schoenlein, Jr., Archt., 2014 E. Baltimore St. Address owner. (See Machinery Wanted—Building Material; Plumbing; Heating Plant; Painting.)

Md., Baltimore.—Frank O. Singer, Jr., Harford Ave. and 25th St.; erect several dwellings on Patapsco St., Westport; 2 stories; brick.

Md., Baltimore.—Northwest Realty Co.; erect 18 dwellings, Calloway Ave.; 2 stories; frame; \$81,000.

Md., Baltimore.—F. W. Schantze, 2500 Pennsylvania Ave.; erect \$13,000 residence and garage, Reisterstown road and Ocalo Ave.; 2½ stories.

Md., Sandgates.—Jno. F. Ohmer, care Ohmer Fare Register Co., Dayton, Ohio; contemplates erecting 30-room bungalow.

Miss., Cleveland.—Cleveland Real Estate Board; promoting organization of company to erect 200 dwellings.

Miss., Clarksdale.—Hicks Ellis; erect brick residence.

Miss., Marks.—W. R. Wallis; erect residence. Mo., Sikeston.—A. F. Lindsay, McCoy and Tanner Bldg.; preparing plans for dwellings; 1 and 2 stories; brick and frame; \$4000 each.

Mo., St. Louis.—E. Lantz, Post-Dispatch Bldg.; prepared plans for \$12,000 residence, Hillcrest; 2 stories; 29x36 ft.; brick; taking bids.

Mo., St. Louis.—R. A. Kirsch, 4067 Magnolia Ave.; prepared plans and taking bids for 2 dwellings, Magnolia Pl.; 2 stories; 32x25 ft.; \$8000 each.

Mo., St. Louis.—Bert L. Elmer, 1004 W. 33d St.; erect 30 dwellings; 1 story and basement; frame; shingle roof; \$3000 each; plans and construction by owner.

Mo., Nevada.—T. L. Ewing; erect \$10,500 residence; 2 stories and basement; 23x34 ft.; brick and hollow tile shingle roof; C. E. Shepard, Archt., Reliance Bldg., Kansas City, Mo.

N. C., Glenwood.—Josephus Daniels, Secretary of Navy, Washington, D. C.; erect residence.

N. C., Wilmington.—Aladdin Co.; capital \$110,000; W. J. Sovereign and others; erect dwellings.

Okla., Lawton.—Lawton Building Corp., W. K. Miller, Prest.; erect dwellings.

Okla., Oklahoma City.—Aurelius-Swanson Co., 1006 First National Bank; erect 4 dwellings; 1 story and basement; also \$10,000 residence; 2 stories and basement; 33x57 ft.; frame; shingle roof; construction by owner.

Okla., Okmulgee.—A. L. Kerbow; erect \$10,000 residence; 2 stories and basement; 28x32 ft.; frame; shingle roof; G. A. Nichols, Inc., 301 Southwest National Bank, Oklahoma City.

Okla., Tulsa.—Anna C. Roth; erect \$13,000 residence and garage.

Okla., Tulsa.—Lillian B. Watson; erect \$10,000 residence.

S. C., St. George.—H. O. Sherrill; erect \$10,000 residence; 2 stories and basement; 32x40 ft.; frame; shingle roof; Aurelius-Swanson Co., Archts., 1006 First National Bank, Oklahoma City.

Tenn., Jackson.—W. H. Williams; erect 2 dwellings; \$10,000.

Tenn., Marianna.—M. E. Newbern; erect \$45,000 colonial residence; Mahan & Broadwell, Archts., 144 Madison Ave., Memphis.

Tenn., Memphis.—Johnson & Burrow Co. will incorporate; \$125,000 capital; W. C. Johnson, A. K. Burrow, John A. Hayley; erect 30 dwellings; 7 rooms; stone and brick; hot-water heat.

Tenn., Memphis.—John Sneed Williams; erect clapboard residence; fireproof; \$40,000; Mahan & Broadwell, Archts., 144 Madison Ave.

Va., Norfolk.—Richard B. Tunstall; erect \$30,000 residence; 2 stories; frame; Wickham C. Taylor, Archt., Citizens' Bank Bldg.

Tenn., Memphis.—Dr. W. S. Lawrence; erect residence; hollow tile and stone; Italian design; Mahan & Broadwell, Archts., 144 Madison Ave.

Tenn., Memphis.—T. P. Beane; erect \$12,000 residence; 2 stories and basement; 35x54 ft.; hollow tile and stucco; composition shingle roof; Aurelius-Swanson Co., Archts., 1006 First National Bank, Oklahoma City.

Tenn., Memphis.—Mrs. G. C. Kaucher; erect \$18,000 residence; 2 stories; hollow tile; 9 rooms.

Tex., Dallas.—Annie Cocke; erect \$18,000 residence; 2 stories; brick.

Tex., Dallas.—N. M. Harper; erect 5 dwellings; 5 and 6 rooms; \$19,500.

Tex., Dallas.—A. M. Woodwin; erect \$10,000 residence; 7 rooms; brick.

Tex., Fort Worth.—A. L. Baker; erect \$12,000 residence; brick and tile; 11 rooms.

Va., Emporia.—A. J. Daugherty; erect \$20,000 residence; 2 stories; 30x40 ft.; brick; slate roof; oak floors; hot-water heat; interior tile; bids on general and subcontracts. Address W. Duncan Lee, Archt., Travelers' Bldg., Richmond. (Lately noted.)

Va., Fredericksburg.—E. G. Hefflin, Law Bldg.; preparing plans for \$10,000 brick residence.

Va., Norfolk.—Dr. David Levin; erect \$14,000 residence and garage; 2 stories; 45x38 ft. and 19x12 ft.; Harvey S. Abrames, Archt., Arcade Bldg.

Va., Richmond.—J. D. White; erect \$11,500 residence; 2 stories; brick.

Va., Richmond.—C. G. Morris; erect 2 dwellings; 2 stories; frame and stucco; \$16,000.

Va., Richmond.—H. M. Anderson; erect 3 detached dwellings; frame and stucco; \$24,000.

Va., Richmond.—J. T. Patterson; erect \$40,000 residence; 2 stories; 30x70 ft.; frame; H. Carl Messerschmidt, Archt., Mutual Bldg.

W. Va., Clarksburg.—Chamber of Commerce, Arthur Parsons, Prest.; promoting \$250,000 company to erect dwellings.

W. Va., Morgantown.—D. V. Reger; erect \$13,000 residence; 2 stories and basement; 33x35 ft.; brick; Carl Reger, Archt., Traction Bldg.

W. Va., Morgantown.—J. L. Caldwell; erect \$20,000 residence; 2 stories and basement; 63x44 ft.; brick and stucco; Carl Reger, Archt., Traction Bldg.

### Government and State.

Fla., Pensacola.—Storage.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C.; erect \$13,000 storage building; specification No. 4159.

Okla., Tulsa.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; extend and repair post-office and courthouse; King Lumber Co., Charlottesville, Va., lowest bidder. (Lately noted.)

### Hospitals, Sanitariums, Etc.

Ala., Birmingham.—Birmingham Infirmary, Dr. W. C. Gwin in charge; erect nurses' home; 3 stories; recreation-rooms, swimming pool, baths, etc.; also remodel hospital building.

Fla., Arcadia.—Baptist Orphanage, J. E. Trice, Supt.; erect hospital; 2 stories; concrete; 16 rooms; "T" shape; rear porch with concrete floor; kitchen; laundry; elevator; white enamel woodwork; steam heat; electric lights; concrete driveway, etc.

Ga., Dublin.—City and Laurens County; vote June 3 on \$90,000 bonds to erect hospital. Address The Mayor and County Commrs. (See City and County.)

Ga., Quitman.—Dr. D. H. Yates, Madison, Fla.; interested in organization of company to erect hospital.

Ga., Plains.—Drs. B. T. S. P. and B. J. Wise; erect sanitarium; S. R. Fetner, Archt., Westbrook Bldg., Albany, Ga.

Ga., Savannah.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C.; bids until May 10 for labor, including heating, plumbing, electric conduits and wiring, to construct medical officers' quarters at Marine Hospital with materials furnished by Government; copies of drawings, specifications and bills of quantities obtainable from custodian at Savannah or from office Supervising Archt. (See Building Materials; Sheet

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Ga., Thomasville.—City Hospital; erect ad-  
dition; S. R. Fetner, Archt., Westbrook Bldg.,  
Albany, Ga.

N. C., Winston-Salem.—Children's Home,  
Walter Thompson, Supt.; erect \$40,000 hospital  
building.

S. C., Greenwood.—Greenwood Hospital; ex-  
pend \$25,000 to enlarge building.

Tenn., Memphis.—Dr. Willis Campbell; erect  
\$30,000 hospital; 2 stories; plans \$100,000 4-  
story addition later; Mahan & Broadwell,  
Archts., 144 Madison Ave.

Tex., Dallas.—City; voted \$275,000 bonds to  
erect hospital. Address The Mayor.

Va., Catawba.—Virginia State Board of  
Health, care Dr. Ennion G. Williams, 1100  
Capitol St., Richmond; erect \$25,000 teachers'  
building; frame; 1 story; Chas. M. Robinson,  
Archt., Times-Dispatch Bldg., Richmond, will  
revise plans.

### Hotels.

Fla., St. Petersburg.—J. C. Ayaif, Wildwood,  
N. J.; reported to erect hotel.

Ga., Atlanta.—C. R. and H. R. Cannon; re-  
model and erect 75-room addition to Hotel  
Cecil; reinforced concrete; G. Lloyd Preacher,  
Archt., Augusta. (Lately noted.)

Ga., Toccoa.—Charles Dance; interested in  
organization of company to erect \$100,000 ho-  
tel; fireproof; brick; electric lights; vacuum-  
cleaning system; steam heat; elevators; 50  
sleeping-rooms; G. Lloyd Preacher, Archt.,  
Augusta.

Ga., Monroe.—J. N. Nowell; interested in or-  
ganization of company to erect \$100,000 hotel;  
fireproof; brick; electric lights; vacuum-  
cleaning system; steam heat; elevators; 50  
sleeping-rooms; G. Lloyd Preacher, Archt.,  
Augusta.

Ky., Paris.—Jim Caldwell; interested in  
erection of hotel.

La., Baton Rouge.—Alfred Glassell, Shreve-  
Mr. Glassell wires Manufacturers Record:  
"Nothing definite as yet."

N. C., Reidsville.—Harold Macklin, Winston-  
Salem; preparing plans for 4-story hotel; 64  
bedrooms.

S. C., Florence.—W. R. Barringer; erect 100-  
room addition to Florence Hotel.

Va., Eastville.—Northampton Hotel Corp., C.  
W. Holland, Prest.; expend \$50,000 to alter  
hotel; frame.

### Miscellaneous.

Fla., Miami Beach.—Clubhouse.—Miami  
Beach Golf Club; rebuild structure noted  
burned at loss of \$20,000.

La., New Orleans.—Clubhouse.—West End  
Country Club; erect clubhouse; 1 story;  
18-hole golf course; Thos. Bendeloe, Golf  
Archt., Chicago; Emile Weil, Whitney-Central  
Bldg., and Moise H. Goldstein, Title Guarante-  
tee Bldg., Archts., New Orleans.

Miss., Clarksdale.—Lumber Yards.—W. T.  
Burt Lumber Co.; construct lumber yards and  
offices.

Mo., Fulton.—Memorial.—Memorial Com-  
mittee, T. C. Harris, Prest.; erect \$15,000  
building.

Okla., Henryetta.—Clubhouse.—Henryetta  
Country Club (Ben C. Eastin and others);  
\$20,000 capital; erect clubhouse with audi-  
torium, dining-room, kitchen, refreshment  
stand, etc.; also bathhouse; provide golf links  
and tennis courts; dredge lake.

Okla., Oklahoma City.—Coliseum.—Oklahoma  
Coliseum Corp.; construct coliseum at stock-  
yards; bids until April 20; Hawk & Parr,  
Archts., Security Bldg.

S. C., Greenwood.—Orphanage.—Connie Max-  
well Orphanage; erect \$25,000 dormitory;  
Winnboro granite and red-face brick; metal  
roof.

### Railway Stations, Sheds, Etc.

Okla., Grandfield.—Chicago, Rock Island &  
Pacific R. R., L. C. Fitch, V.-P., 139 W. Van  
Buren St., Chicago; erect \$12,000 passenger  
station; 24x75 ft.; frame; asphalt shingle  
roof; cement floors; hot-water heat, \$1500;  
city lighting; A. P. Hawk, Archt., care  
owner; bids being considered. (Lately noted.)

S. C., Chester.—Seaboard Air Line R. R., W.  
D. Faucette, Ch. Engr., Norfolk, Va.; erect  
passenger station.

### Schools.

Ala., Alabama City.—Board of Education;  
plans to erect \$25,000 school; brick and stone.

Fla., Lake Worth.—Board of Public Instruc-  
tion; erect school; plans election on \$40,000  
bonds.

Fla., Tampa.—Special Tax School Dist. No.  
28 votes May 11 on \$60,000 bonds; Philip Shore,  
Chrmn. Hillsborough County Board of Public  
Instruction.

Ga., Atlanta.—Clark University; erect \$100-  
000 building; chapel to seat 800; administra-  
tion department and gymnasium.

Ga., Dublin.—City; votes June 3 on bonds to  
complete grammar school. Address The Mayor.  
(See City and County.)

Ga., Jackson.—Board of Education; remodel  
and erect 3-room addition to high school; in-  
stall heating system, alter lighting system,  
etc.; \$10,000 to \$15,000; vote on bonds; P. E.  
Dennis, Archt., Macon. Address J. B. Settle,  
Jackson. (Lately noted.)

Ga., Macon.—Mercer and Wesleyan College;  
merge into a co-educational university;  
Bishop Warren A. Candler, Atlanta, will be  
chancellor; purchased 1000-acre site at Rivoli;  
level portion of site for golf links, baseball  
diamond and tennis courts; buildings con-  
structed of Georgia sandstone; ice-cream par-  
lors, theaters and clubhouses, natural soap-  
stone; walls and recitation-room paneled  
with mirrors and fitted with reclining chairs.

Ga., Rochelle.—School Board; plans erection  
of school.

Md., Baltimore.—Goucher College; remodel  
building, Calvert and 23d Sts. and erect addi-  
tion; 31.6x32.6 ft.; 3 stories; brick; W. W. Em-  
mert, Archt., 1101 Union Trust Bldg.

Md., Hagerstown.—Washington County  
School Commrs., R. E. Staley, Supt., Towson,  
Md.; erect \$150,000 high school; 2 stories;  
brick; A. J. Klinkhart, Archt., 54 W. Wash-  
ington St.; plan to issue bonds.

Miss., Gulfport.—Board of Education; erect  
school and repair present structures; plans  
vote on \$60,000 bonds.

Miss., Magnolia.—Pike County Board of  
Suprvs.; plans to issue \$35,000 bonds; erect  
administration building and dormitory at  
agricultural high school, Gobold's Mineral  
Wells.

Miss., Port Gibson.—Board of Education;  
erect school; election May 25 on \$50,000 bonds.

Miss., Ruleville.—Board of Education; erect  
\$50,000 school.

Mo., Columbia.—Christian College; erect  
\$150,000 dormitory; accommodate 110 students;  
Shepard & Wisner, Archts., R. A. Long Bldg.,  
Kansas City.

Mo., Fairfax.—Board of Education, N. F.  
Dragoo, Clerk; erect \$30,000 high school ad-  
dition; 2 stories and basement; brick; stone  
trim; composition roof; J. H. Felt & Co.,  
Archts., Grand Avenue Temple Bldg., Kansas  
City, Mo.

Mo., Palmyra.—Board of Education, Dr. T.  
A. Roselle, Prest.; erect \$60,000 high school;  
2 stories and basement; 55x73 ft.; M. J. Geise,  
Archt., 880½ Main St., Quincy, Ill.

Mo., Webster Groves.—School Board; G. A.  
Shepardson, Secy.; expend \$58,000 to remodel  
Avery School; \$20,000 to improve high school;  
\$10,000 to purchase site for Junior High School,  
etc.; \$183,000 bonds voted. (Lately noted.)

N. C., Beech.—Beech School Dist.; erect \$50-  
000 building; 6 rooms and auditorium; C. C.  
Hook, Archt., Charlotte. (Lately noted.)

N. C., Rutherford.—Floyd's Creek School  
Dist.; erect school; 5 classrooms, library,  
music-room, etc.; bids until May 3; plans and  
specifications at office W. R. Hill. (Lately  
noted.)

N. C., Durham.—Trinity College; erect  
Southgate memorial; C. C. Hook, Archt.,  
Charlotte. (Previously noted.)

N. C., Shelby.—Beaver Dam School Dist.;  
erect concrete school to replace burned struc-  
ture; Louis H. Asbury, Archt., Charlotte.

N. C., Weaverville.—Weaverville School  
Dist.; erect \$40,000 building; 6 rooms and au-  
ditorium; C. C. Hook, Archt., Charlotte.  
(Previously noted.)

Okla., Durant.—Oklahoma Presbyterian Col-  
lege for Girls; erect \$100,000 building.

Okla., Edmond.—School Dist. No. 6, Chas.  
Whisler, Clerk; 1 story; 80x70 ft.; brick and  
stone; \$30,000; bonds voted; Monnot & Reid,  
Archts., Empire Bldg., Oklahoma City.

Okla., Hallett.—Board of Education; erect  
\$25,000 school; 2 stories and basement; 90x60  
ft.; brick; Monnot & Reid, Archts., Empire  
Bldg., Oklahoma City.

Okla., Lambert.—Board of Education; erect  
\$35,000 addition; 2 stories and basement; 50x62  
ft.; brick and stone reinforced concrete;  
stone trim; composition roof; S. S. Voigt,  
Archt., Fourth Natl. Bank Bldg., Wichita,  
Kans.

Okla., Miami.—Board of Education; erect  
school and repair structures; election Apr. 20  
on \$60,000 bonds.

Okla., Okmulgee.—Board of Education, R.  
W. Adkisson, Clerk; erect West Side school;  
1 story and basement; 100x175 ft.; \$90,000;  
East Side school; 1 story and basement; 56x50  
ft.; \$15,000; Park School addition; 1 story;  
\$35,000; all structures brick; stone trim; com-  
position roof; Capitol Heights school; 1 story  
and basement; 56x100 ft.; brick and terra-  
cotta; composition roof; bids received by  
owner on all buildings until Apr. 23; Smith,  
Rea, Lovitt & Senter, Archts., Parkinson  
Bldg., Okmulgee, and Finance Bldg., Kansas  
City, Mo. (Lately noted.)

S. C., Anderson.—Anderson College; erect  
\$175,000 dormitory; 48x200 ft.; 3 stories; brick  
and frame; hollow fireproof tile; slate roof;  
wood floors; Warren Webster steam-heating  
plant; city lighting; trunk lift; probably day  
labor; Casey & Fant, Archts. (Lately noted.)

S. C., Charleston.—Board of Trustees, School  
Dist. No. 4, Frank Crawford, Chrmn.; bids  
until May 3 at office of A. B. Rhett, Supt. of  
Education, Fireproof Bldg., to erect public  
school at Charleston Heights; 4 classrooms;  
assembly hall to seat 250; plans and specifica-  
tions at office Mr. Rhett.

S. C., Charleston.—City Board of School  
Commrs.; bids until May 5 at office A. B.  
Rhett, Supt. of Education, Fireproof Bldg., to  
erect graded school on Calhoun St.; 13 class-  
rooms; pile foundation; separate bids for  
plumbing and heating; plans and specifica-  
tions at office D. B. Hyer, Archt., People's  
Bldg.

S. C., Fort Mill.—School Dist. Trustees;  
erect school; \$30,000 bonds voted.

S. C., Greenville.—Greenville School Dist.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Trustees, Geo. W. Sirrine, Secy.; erect high school, etc.; \$250,000 bonds voted. (Lately noted.)

Tenn., Memphis.—Shelby County Board of Education; erect 1-story brick high school at White Station; \$20,000.

Tenn., Memphis.—Board of Education, G. W. Garner, Secy.; erect addition to Idlewild, Bruce and Maury schools.

Tenn., Raleigh.—Shelby County Board of Education, Memphis; erect \$25,000 addition to Coleman High School.

Tex., Abilene.—Board of Education; erect schools; \$300,000 bonds voted. (Lately noted.)

Tex., Dallas.—Highland Park School Board, J. S. Bradfield, Chrmn.; erect \$60,000 Armstrong School addition; Lang & Witchell, Archts., Southwestern Life Bldg. (Lately noted.)

Tex., Dallas.—City, E. B. Repert, Commr. of Finance and Revenue; voted \$1,500,000 public school bonds. (Lately noted.)

Tex., Bastrop.—Board of Education; erect \$30,000 high school; 2 stories; 58x60 ft.; brick and stucco; bids until May 3; plans and specifications at office R. F. Kuehne, Archt., Littlefield Bldg., Austin, and office City Secy., Bastrop. (Lately noted.)

Tex., Lewisville.—Board of Education; erect \$40,000 school; bonds voted.

Tex., Lovelady.—School Dist.; reported to have voted \$150,000 bonds. Address Board of Education.

Tex., Taylor.—Board of Education; erect high school, annex to present building; also ward school; latter structure 2 stories; 51x81 ft.; frame and concrete; \$36,000; Walsh & Giesecke, Archts., Littlefield Bldg., Austin; \$234,000 bonds voted. (Lately noted.)

Va., Cornland.—Norfolk County School Board, Jos. Hurst, Supt., 149 Granby St., Norfolk; erect 4-room school; 2 stories; brick; 4 rooms; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

Va., Fentrik.—Norfolk County School Board, Jos. Hurst, Supt., 149 Granby St., Norfolk; erect \$30,000 school; 2 stories; 4 rooms; brick; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

Va., Harrisonburg.—School Board, E. R. Lineweave, Clk.; erect high school; 3 stories; brick; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

Va., Hickory.—Norfolk County Board of Education, Jos. Hurst, Supt., 149 Granby St., Norfolk; erect 4-room school; 2 stories; brick; \$30,000; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

Va., Northwest.—Norfolk County Board of Education, Jos. Hurst, Supt., 149 Granby St., Norfolk; erect \$30,000 school; 2 stories; brick; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

W. Va., Charleston.—Charleston Independent School Dist., J. E. Robins, Prest.; votes Apr. 27 on \$480,000 bonds; erect 11 buildings, purchase 2 sites and improve Laidley Field.

W. Va., New Martinsville.—Magnolia School Dist. defeated \$139,000 bonds to erect high school in New Martinsville and grade school in Paden City; Bruce Hall, Prest. Board of Education. (Lately noted.)

W. Va., Renick.—Falling Springs Dist. Board of Education, R. J. Walkup, Prest.; bids until May 11 to erect 3-story brick high school; bids for building complete and for building without plumbing and heating; plans and specifications at office M. G. Miles, Secy. Board of Education, Renick, and Higginbotham & Knapp, Archts., Charleston, W. Va.

## Stores.

Ala., Mobile.—Milton Eichold; erect store building; 100x90 ft.; brick; A. H. Downey, Archt.

D. C., Washington.—A. E. Felser; erect \$15,000 store and apartment building; 2 stories; 32x80 ft.; brick; F. G. Pierson, Archt., Washington Loan & Trust Bldg.

Fla., Crystal River.—C. A. Miller and J. H. Hood; erect double store; hotel above.

Fla., Crystal River.—Williams Drug Co.; erect fireproof building.

Ga., Macon.—Merritt Hardware Co., T. A. Bardwell, Mgr.; improve store; remodel interior, install plate-glass front around building, etc.; Curran R. Ellis, Archt.

Ky., Louisville.—Walnut Street Land Co.; erect \$25,000 building; 1 story; 40x165 ft.; brick; construction by owner.

Miss., Clarksdale.—Friedman-Schultz Shoe Co.; erect building.

Miss., Clyde.—Lamar Lumber Co., Victor M. Seelan, Prest.; rebuild commissary noted damaged by fire at loss of \$20,000.

Mo., Eminence.—A. J. Hawkins; erect \$35,000 reinforced concrete store; Geo. F. Reed, Archt., Holland Bldg., Springfield, Mo.

Mo., Kansas City.—D. H. Smith; erect \$95,000 business building; 2 stories and basement; 100x138 ft.; brick; stone trim; composition roof; R. E. Peden, Archt., New York Life Bldg.

Okla., Mangum.—Covington Bros.; erect 2-story and basement building; 50x150 ft.; brick; steam heat.

Okla., Mangum.—Lee Heatley; plans to erect several brick business buildings.

Okla., Mangum.—Sampson & Short; erect 2-story and basement brick business building; 50x150 ft.; steam heat.

Okla., Oklahoma City.—T. H. Flettwood, 2415 S. Agnew St.; erect 2-story store and apartment building; 25x80 ft.; hollow tile and stucco; gravel roof.

Okla., Waurika.—H. G. Olmsted & Co., Engr., Oil Exchange Bldg.; preparing plans for store and theater building; 2 or 3 stories; 140x125 ft.; hollow tile.

Tex., Breckenridge.—G. M. Gager; erect store, theater and hotel; 2 stories and basement; stone; Washburn & Nebelung, Archts., Eastland, Tex.

Tex., Dallas.—Glick Bros.; reported to erect \$250,000 building, 1602 Elm St.

Tex., Dallas.—F. W. Wozencraft; erect \$20,000 building; 1 story; brick.

Tex., Dallas.—Max J. Rosenfield; erect store addition; \$12,300.

Tex., Dallas.—Nunn Electric Co.; complete second story of building; install passenger elevator, etc.

Tex., Dalhart.—T. L. Jacques; reported to erect 2-story brick building; reinforced steel.

Tex., Dallas.—P. Simon; erect 2-story brick building; 25x100 ft.; store and gasoline filling station on first floor; apartments above.

Tex., Houston.—G. E. Hillyer; expend \$10,000 to repair building.

Tex., Waco.—Goldstein-Migel Co.; remodel Dumas house for annex to store.

Va., Lawrenceburg.—Crossfield Furniture Co.; erect furniture store; P. Collins, Archt., 622 Paul Jones Bldg., Louisville; owner taking bids.

W. Va., Huntington.—A. B. Lyman, Day and Night Bank Bldg.; erect \$35,000 store and office building; 2 stories and basement; 90x100 ft.; W. R. Smith, Archt., 709 R. & P. Bldg.

W. Va., Warwood.—Moore & Moore; erect \$45,000 store and apartment building; 44x67 ft.;

3 stories and basement; brick veneer; M. F. Giesey, Archt., McLain Bldg., Wheeling.

## Theaters.

Fla., Orlando.—B. Beacham, Jr.; erect theater; 213x225 ft.; seating capacity 1000; also storage garage and 4 showrooms. (Lately noted.)

Ky., Ashland.—Dick Barton; remodel building for theater; 2 stories and basement; 25x119 ft.; brick walls; terra-cotta trim; wood floors; steel beams; \$20,000; J. W. King, Archt., Gaylord Bldg.

Ky., Shelbyville.—Joseph & Joseph, Ather-ton Bldg., Louisville; preparing plans for remodeling and erecting addition to theater; 2 stories and basement; brick.

Mo., St. Louis.—Audrey Realty Co.; erect \$90,000 theater; 2 stories; 35x135 ft.; brick stone and terra-cotta; fireproof; Wedemeyer & Nelson, Archts., Wainwright Bldg., taking bids.

Okla., Okemah.—Crystal Theater, J. E. Burke, Mgr.; complete upper structure of theater; bids opened April 20; plans and specifications at office Davis & Son, Archts., Shawnee, Okla.

## Warehouses.

D. C., Washington.—Stanley B. Simmons, Dist. Natl. Bank Bldg.; prepared plans for \$90,000 warehouse, K St. between 4th and 5th Sts.; 3 stories; 69x98 ft.

Fla., Orlando.—Cohoon Bros. Co., Robt. S. Cohoon, Prest.; erect warehouse; 40x100 ft.; concrete.

Ga., Rome.—Georgia-Alabama Warehouse Co.; erect \$100,000 warehouse; fireproof; brick and concrete; Spiker & Lose, Archts., Atlanta, Ga. (Previously noted.)

Ky., Bardstown.—Bardstown Loose Leaf Tobacco Warehouse Co. chartered; \$50,000 capital; Thos. Smith, C. R. Barnes and W. O. Stiles.

Ky., Lexington.—Fayette Tobacco Warehouse Co.; erect \$160,000 loose-leaf tobacco saleshouse; 201x630 ft.; 1 story and basement; concrete foundation; brick walls; steel roof support; 4-ply felt and asphalt roof; wood and concrete floors; gas heat, only offices; electric lights; concrete sidewalk, \$1000; separate bids until May 1. Address Franknel & Curtis, Archts. (Lately noted.)

Ky., Grayson.—Farmers' Tobacco Warehouse Co., Ed. Rupert, Prest.; erect \$25,000 warehouse; 1 story; 81x270 ft.; J. W. King, Archt., Gaylord Bldg., Ashland, Ky.

La., New Orleans.—Shreveport Producing & Refining Corp.; erect warehouse and shipping station; also plans to establish gasoline-filling stations.

Md., Baltimore.—Baltimore Electrical Supply Co.; erect 5-story warehouse Calvert and Pleasant Sts.; 70x100 ft.; F. E. Tormey, Archt., 813 Newington Ave.; bids until Apr. 20; contractors estimating; J. J. O'Connor, 52 Knickerbocker Bldg.; Frairie Bros. & Haigley, 18 Clay St.; West Construction Co., American Bldg.; Consolidated Engineering Co., Calvert Bldg.; all Baltimore; Abertshaw Construction Co., Land Title Bldg., Philadelphia.

Miss., Oxford.—Oxford Gin & Warehouse Co.; erect warehouse.

N. C., Fayetteville.—Cumberland Warehouse Co. incptd.; F. H. Stedman, R. W. Christian, D. U. Sandlin; erect 2 tobacco warehouses.

N. C., Wilmington.—Reigal Sack Co., New York; will take over Willard Bag Co.; erect \$15,000 to \$20,000 warehouse; corrugated iron; H. E. Bonitz, Archt., Wilmington.

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N. C., Winston-Salem.—Planters' Warehouse Co., chartered; \$300,000 capital; J. G. Flynt, W. H. Sharpe and others; erect 200x400-ft. warehouse; 1 story; concrete, steel and brick; concrete floor.

S. C., Florence.—Farmers' Produce & Storage Co., chartered; \$25,000 capital; R. E. Curren, Thos. B. Young and others.

Tex., Port Lavaca.—Chamber of Commerce; promoting \$15,000 company to erect cotton warehouse.

Va., Newport News.—Acme Supply Co.; rejected bids to erect \$50,000 warehouse; 2 stories; 100x105 ft.; reinforced concrete; fireproof; McKee, Williams & Pettibone, Architects, 225 28th St., will revise plans. (Lately noted.)

W. Va., Beckley.—J. P. Clay, Beckley, and E. E. Hudleston, Royal, W. Va.; will incorporate as Clay-Hudleston Co.; erect building; 110 and 80x60 and 40 ft.; native stone; composition roof or gravel; hardwood; concrete basement.

## BUILDING CONTRACTS AWARDED

### Bank and Office.

Fla., Miami.—T. O. Wilson; erect office building and residence; 40x92 ft. and 70x50 ft., respectively; concrete and concrete block; hardwood floors; \$30,000 each; Mr. Chalfin, Archt.; E. R. Wolf, Contr. (Lately noted.)

Md., Baltimore.—Maryland Casualty Co., John T. Stone, Prest., Maryland Casualty Tower; erect first 4 buildings on 25-acre tract west of University Parkway, at 40th St. and Cedar Ave.; printing shop and boiler-room; 2 stories and basement; 60x122 ft. and 65x104 ft., respectively; 2-story garage, 60x122 ft.; administration building, 317x280 ft.; clubhouse, 80x220 ft.; total cost about \$2,000,000; Otto G. Simonson, Archt., Maryland Casualty Tower; Arundel Corp., Gen. Contr., Fidelity Bldg.; Dietrich Bros., Pleasant and Davis Sts., Contrs. for structural steel. (Previously noted.)

Tenn., Knoxville.—M. D. Arnold; remodel building for Fidelity Trust Co.; \$20,000; marble and wood banking fixtures; hardwood and tile floors; steam heat; Manley & Young, Architects; Thomas & Turner, Contrs.; materials purchased. (Lately noted.)

W. Va., Weirton.—Weirton Steel Co.; erect \$35,000 office building; fireproof; also erect watchman's dwelling; Guy Johnston Contracting Co., Contrs.

### Churches.

Ga., Washington.—First Baptist Church; erect Sunday-school annex and remodel auditorium; 41x60 ft.; 2 stories and basement; brick and cement; tin roof; pine or wood floors hot-air heat \$2000; city lighting \$250; J. E. Greene, Archt., 1905 American Trust Bld., Birmingham, Ala.; J. B. Chaffin, Contr., Washington.

Ky., Richmond.—Presbyterian Church Bldg. Comm.; erect \$70,000 building; 50x125 ft.; brick and stone; slate roof; concrete, tile and wood floors; vapor heat \$7000; Nevin, Henry & Wischmeyer, Architects, 1317 Starks Bldg., Louisville; John L. Shackelford, Contr. Address owner.

Mo., Kansas City.—Bales Avenue Baptist Church, Rev. O. P. Bishop, Pastor; erect \$75,000 building; "T" shape; 1 story and basement; 42x106 and 70x70 ft.; brick; stone trim; composition roof; Shepard & Wiser, Architects, R. A. Long Bldg.; T. H. Lishear, Contr., 4123 Tracy Ave. (Lately noted.)

### City and County.

Mo., Hannibal.—Mark Twain Hotel; erect \$50,000 annex; 4 stories; 36x50 ft.; brick and concrete; fireproof; Barnett, Haynes & Barnett, Architects, Syndicate Trust Bldg.; Jno. Grewe, Contr., Century Bldg.; both St. Louis. (Lately noted.)

Okla., Altus.—Auditorium, etc.—City, Ruth Welch, Clerk; erect \$40,000 auditorium; 70x115 ft.; 2 stories and basement; brick, stone and frame; composition asphalt roof; concrete and wood floors; also \$40,000 hospital; 2 stories and basement; 38x86 ft.; fireproof; brick and stone; composition asphalt roof;

concrete and terrazzo floors; steam heat; Hawk & Parr, Architects, 501 Security Bldg., Oklahoma City; M. T. Murray, Contr., Altus. (Lately noted.)

### Dwellings.

D. C., Washington.—Karl Jorss, 315 11th St. N. W.; erect \$18,000 residence and garage; 2½ stories and basement; hollow tile and stucco; H. H. Warrick, Archt., Munsey Bldg.; C. A. Langley, Contr., 310 12th St. (Lately noted.)

Fla., Miami.—T. O. Wilson; erect \$30,000 residence; concrete and concrete block; hardwood floors; Mr. Chalfin, Archt.; E. R. Wolf, Contr. (See Bank and Office.)

Ky., Paris.—John Sauer; erect \$30,000 residence; general contract to Wolfe Bros., Georgetown; Woods Bros., foundation work; John Merlinger, plumbing; C. A. Daugherty, painting, glass and glazing; Hatfield Bappert, brick work.

Md., Baltimore.—Downing Construction Co.; erect 5 dwellings and 1 garage, 38th St. and Old York Rd.; J. S. Downing, Archt. and Contr., 11 York Court.

Okla., Chickasha.—F. C. Hall; erect \$37,000 residence and garage; 10 rooms and basement; frame, brick and stucco; tile roof; hardwood and tile floors; 116x165 ft.; E. H. Eads, Archt.; O. Coffman, Contr. (Lately noted.)

W. Va., Weirton.—Weirton Steel Co.; erect dwelling; Guy Johnston Contracting Co., Contrs. (See Bank and Office.)

### Churches.

Ky., Richmond.—First Presbyterian Church, care Robt. B. Burman; erect \$25,000 building; 1 story and basement; Hugh L. Nevin, Archt., 1317 Starks Bldg., Louisville; Selden-Breck Construction Co., Contr., St. Louis. (Previously noted.)

### Dwellings.

Ky., Glasgow.—Rev. J. R. Winn; erect \$10,000 residence; 2 stories and basement; 28x36 ft.; Thos. J. Nolan, Archt., Courier-Journal Bldg., Louisville; C. A. Depp, Contr., Glasgow.

Ky., Louisville.—Edwin Schwab; erect 2 dwellings; 30x38 ft. and 36x40 ft., respectively; 2 stories and basement; Chas. Merriweather, Contr., Starks Bldg.

Va., Petersburg.—C. W. Alley; erect \$10,000 residence; 2 stories; 34x40 ft.; S. Daley Craig, Archt., Leigh Bldg.; Lunsford & Lunsford, Contrs. on percentage basis.

### Government and State.

Tenn., Chattanooga.—Postoffice, etc.—Treasury Dept., James A. Welfmore, Acting Supvr. Archt., Washington, D. C.; extension, remodeling, etc., at postoffice and court-house building; George E. Wright, Contr., Monadnock Bldg., Chicago. (Lately noted.)

### Hospitals, Sanitariums, Etc.

Okla., Altus.—City, Ruth Welch, Clerk; erect \$40,000 hospital; lately noted; Hawk & Parr, Architects, 501 Security Bldg., Oklahoma City; M. T. Murray, Contr., Altus. (See City and County.)

Tex., Kerrville.—Benevolent War Risk Society, Dr. Oscar Davis, Secy.-Treas.; erect tuberculosis sanatorium; 76 cottages; administration building, etc.; power plant for heating and lighting; screened porches; concrete and hollow tile; asbestos shingle roof; concrete slab floors; heating plant, \$40,000; lighting plant, \$15,000; Phelps & De Wees, Architects, Gunter Bldg., San Antonio; contract let. (Lately noted.)

### Hotels.

Ga., Millen.—Millen Hotel Co.; erect 1-story addition to Hotel Estelle; contract let.

Va., Fredericksburg.—Maury Hotel Co., R. C. Vance, Prest.; expend \$30,000 to remodel hotel; 3 stories; tin roof; 30 rooms; 2 stores; Philip N. Stern, Archt.; E. G. Heflin, Contr.; both Law Bldg.

### Miscellaneous.

Okla., Waurika.—Rooming-house.—Eugene Brown; erect \$12,000 building; 32x86 ft.; tile, brick and stucco; tar and gravel roof; wood floors; steam heat, not let; city lighting; L. H. Haas, Contr., Duncan, Okla.

### Railway Stations, Sheds, Etc.

Ark., Menn.—Kansas City Southern Ry. Co., J. M. Weir, Engr., Southern Bldg., Kansas City, Mo.; erect freight depot; 1 story; 26x145 ft.; G. W. Goodlander, Contr., Massachusetts Bldg., Kansas City.

La., Vivian.—Kansas City Southern Ry. Co., J. M. Weir, Engr., Southern Bldg., Kansas City, Mo.; erect freight and passenger station; 1 story; 28x140 ft.; G. W. Goodlander, Contr., Massachusetts Bldg., Kansas City.

### Schools.

Ala., Evergreen.—Board of Education; erect \$40,000 school; Frank Lockwood, Archt., Montgomery, Ala.; J. Colightly, Contr., Evergreen.

Ark., Morrilton.—Christian College; Joe L. Rector, Chrmn. Bldg. Committee, Conway, Ark.; erect building; Wittenberg & Deloney, Architects, Little Rock; Stewart & Russell, Contrs., Conway. (Lately noted.)

La., Glenmora.—Rapides Parish School Board, W. J. Avery, Supt., Alexandria; erect 2-story brick building; \$47,000; Duncan & Barron, Architects, 120 Murray St.; Rockhold-Brown Construction Co., Contr., both Alexandria. (Lately noted.)

N. C., Coats.—School Dist.; erect \$55,000 building; brick; pine floors; furnace heat, \$2,000; Benton & Benton, Architects, Wilson; W. J. Stephenson, Contr., Raleigh.

N. C., High Point.—Board of Education; erect grammar school; 14 rooms; brick; slate roof; wood floors; hot-air heat; fan distributors; electric lights; concrete sidewalks; \$76,500; R. K. Stewart & Son, Contrs., High Point. (Lately noted.)

N. C., High Point.—Board of Education; erect \$85,000 high school; 12 rooms and auditorium; 4 unfinished rooms in basement; R. K. Stuart & Son, Contrs. (Lately noted.)

Tenn., Memphis.—Shelby County Board of Education; erect high schools at Brunswick and New South Memphis; \$75,000; J. H. Moselage, Contr.

Okla., Bixby.—Board of Education; erect \$89,404 high school; 2 stories; 118x87 ft.; H. O. Valeur & Co., Architects; Dougherty-

Nichols Construction Co., Contr.; both Muskogee, Okla.

Okla., Bristow.—Board of Education; erect 2 schools; \$40,000; Tonini & Bramblet, Archts., Terminal Bldg., Oklahoma City; L. C. Martin, Contr., Bristow. (Lately noted.)

Okla., Carmen.—Board of Education, F. N. Winslow, Clk.; erect \$60,000 school; 2 stories and basement; brick and stone; Roy W. Shaw, Archt., Beck Bldg.; Grant M. Buxton, Contr., First Natl. Bank Bldg.; both Enid, Okla. (Lately noted.)

Okla., Dover.—Board of Education; erect \$40,000 school; 1 story; 100x130 ft.; Huseman Co., Archt., Herskowitz Bldg., Oklahoma City; S. P. Hughes, Contr., 1318 Linwood Blvd., Dover.

Okla., Durant.—State Board of Public Affairs, H. W. Bird, Secy., Oklahoma City; erect \$94,500 building for Southeastern Normal; 2 stories and basement; brick, stone and reinforced concrete; Jewel Hicks, Archt., 19½ E. Main St., Oklahoma City; Manhattan Construction Co., Contr., Muskogee, Okla. (Lately noted.)

Okla., Mayville.—Board of Education, Pat Coy, Clerk; erect \$30,000 school; 2 stories and basement; 50x70 ft.; Jewel Hicks, Archt., 19½ W. Main St., Oklahoma City; G. C. Frier, Contr., Sulphur, Okla.

Tenn., Memphis.—Board of Education, G. W. Garner, Secy.; erect addition to Lauderdale school; Ozanne & McKnight, Contrs. at \$38,047; Memphis Heating Co., heating, \$6745; addition to Cummings school; R. F. Creson, Contr. at \$59,506; Memphis Heating Co., heating, \$3870; J. W. Hull Plumbing Co., plumbing, \$6684; Jones & Furbringer, Archts., Porter Bldg.; also erect addition to Peabody School; \$90,000; Regan & Weller, Archts., Bank of Commerce Bldg. (Lately noted.)

Va., Roanoke.—Board of Education, D. W. Persinger, Chrmn.; erect \$175,000 grade school to replace burned structure; H. C. Richards, Archt., 1613 Sansom St., Philadelphia; H. M. Miller, Supervising Archt., 3½ Campbell Ave., Roanoke; E. M. Harrington & Co., Contrs., Roanoke Park, Roanoke. (Lately noted.)

### Stores.

Ala., Athens.—Kennemer-Willis Wholesale Grocery Co.; erect 75x100-ft. building; brick; cement basement; gravel roof; wood floors;

\$12,000; Kelly Chambers, Archt.; Johnson, Chambers & Co., Contrs.

Ky., Ashland.—H. W. Taylor; erect \$18,000 store; 2 stories and basement; 25x70 ft.; J. W. King, Archt., Gaylord Bldg.; W. B. Plifrey, Contr., Second National Bank Bldg.

Miss., Clarksdale.—Binning Bros.; erect 3-story brick building; 30x125 ft.; Williams & Williams, Contrs.

Mo., Kansas City.—Maryland Grocery Co.; erect \$16,000 store; 1 story and basement; 30x80 ft.; A. B. Anderson, Archt., New York Life Bldg.; Eaton & King, Contrs., Rialto Bldg.

Okla., Mangum.—Irene Richey; erect 1-story brick building; 25x100 ft.; contract let.

Okla., Oklahoma City.—Turner Oklahoma Co.; expend \$10,000 to remodel business building; 3 stories; 50x140 ft.; R. A. Fraser, Contr., 320 W. Second St.

Okla., Reno.—Tom Stroffo, Oklahoma City; erect \$10,000 business building; 1 story; 25x63 ft.; Weathers & Trapp, Archts., Oil Exchange Bldg.; Paschal L. Bottoms, Contr., 104 E. G Ave.; both Oklahoma City.

Va., Clarendon.—Lyon & Fitch; erect \$10,000 store and apartment building; 2 stories; 32x50 ft.; Speiden & Speiden, Archts., 1403 New York Ave. N. W., Washington, D. C.; C. W. Fitch, Contr., Clarendon.

W. Va., Charleston.—Agney-Barnes Co.; erect 7-story-and-basement building; 100x150 ft.; reinforced concrete and brick; Chas. H. Higgins, Archt., 19 W. 44th St., New York; Drummond-Miller Co., Contr., 4500 Euclid Ave., Cleveland, O. (Lately noted.)

W. Va., Clarksburg.—James & Law Co., A. S. Law, Prest.; erect \$25,000 addition; 2 stories; brick and tile; E. J. Wood, Archt.; A. L. Shrum & Co., Contr., brick and tile work.

W. Va., Huntington.—Paul Dober; erect 4-story-and-basement building; 45x200 ft.; steel, brick and frame; Barrett specification roof; wood floors; steam heat; electric lights; electric freight and passenger elevator; W. B. Smith, Archt., 709 R. & P. Bldg.; V. E. Taylor, Contr., 547 Adams St. (Lately noted.)

W. Va., Wheeling.—Michael Pace; erect 2-story store and apartment building; 33x100 ft.; Geo. H. Dieringer, Archt., Wheeling Bank and Trust Bldg.; H. A. Hawkins & Sons, Contrs.

### Theaters.

Fla., Pensacola.—Ernest Boehringer; erect \$250,000 theater; seating capacity 2500; S. F. Fulghum & Co., Contrs. (Lately noted.)

Md., Baltimore.—Wilson Theater, Guy L. Wonder, Mgr.; convert Church of Messiah, Gay and Fayette Sts., into theater; remove roof and portion of building on Fayette St.; raise floor to proper elevation; install tunnel under seats on mezzanine; provide elliptical well hole; change heating; concealed lighting system; cement, terrazzo and tile floors; plumbing; convert present auditorium of Wilson Theater into foyer; change entrance on Baltimore St. and construct entrance on Gay St.; seating capacity 2400; E. G. Blanke, Archt., 213 N. Calvert St.; Willard E. Harn Co., Contr., 2314 Oak St. (Lately noted.)

Mo., Kansas City.—Maurice M. Dubinsky; erect \$40,000 theater; 2 stories and basement; 25x130 ft.; Edelman-Fleming Construction Co., Contr., Railway Exchange Bldg.

### Warehouses.

Fla., Tampa.—Markey-Harmon Co.; erect \$28,000 warehouse; Logan Bros., Contrs.

Ga., Augusta.—Shippers' Bonded Compress Co., R. F. Willingham, Prest.; T. E. Fulgate, Gen. Mgr., both Macon; J. M. Lyle, Local Supt.; erect two 1-story additions to warehouse; 420x180 and 115x256 ft.; \$100,000; E. A. Bleason, Contr., Augusta; install 2 compresses.

Ky., Louisville.—C. C. Mengle Bros. Co.; erect \$25,000 warehouse; 1 story; 60x224 ft.; Alfred Struck Co., Contr., Chestnut and Garden Sts.; plans by owner.

Ky., Louisville.—Karl Nussbaum; erect \$35,000 warehouse; 1 story; 94x234 ft.; Shrader Bros., Contrs., 1003 W. Jefferson St.; plans by owner.

Mo., Kansas City.—Bemis Bros. Bag Co.; erect \$200,000 warehouse; 6 stories and basement; 100x120 ft.; fireproof; Dickey Construction Co., Contr., St. Louis. (Lately noted.)

S. C., Rock Hill.—People's Warehouse Co.; erect 2 compartments to warehouse; \$25,000; W. M. Padgett, Contr.

Tenn., Memphis.—J. F. Crenshaw; erect 2-story hollow tile and stucco warehouse and distributing plant for Breeden Drug Co.; \$30,000; contract let.

Tex., Fort Worth.—Smith Bros. Grain Co., Box 555; erect 6 concrete tanks; 60,000 bu. storage capacity; tar and gravel roof; concrete floors; electric lights; \$20,000; C. S. Hodge, Archt. and Contr. (Lately noted.)

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Automobile Machinery, etc.**—Red Diamond Motors, W. H. Seabrooke, Prest., Atlanta National Bank Bldg., Atlanta, Ga.—Prices on automobile mfg. and assembling, machinery and tools, frames, axles, wheels.

**Bakery Machinery.**—Delta Laboratory, Arlington, N. J.—20-40-gal. kneading and mixing machine; prefer Ross mixer with outside bearings and stuffing-boxes around blade shafts.

**Bank Fixtures.**—P. W. West, Prest. De Ridder National Bank, De Ridder, La.—Prices on fixtures, vault and safe.

**Belting.**—W. A. Carver, Rougemont, N. C. Prices on 8 to 12-in. wide belting; 4 to 6-ply.

**Boat Frames.**—R. A. Zoeller, Box 474, Washington, N. C.—Names and addresses mfrs. steel boat frames.

**Boilers.**—International Agricultural Corp., O. L. Dortch, Mgr., Columbia, Tenn.—Second-hand 500 H. P. boilers.

**Boilers.**—J. M. Penland, care Waco Drug Co., Mary and 5th Sts., Waco, Tex.—Boilers.

**Boiler.**—Columbia Crushed Stone Co., Drake Bldg., Easton, Pa.—30 to 50 H. P. upright boiler.

**Boiler.**—John G. Duncan Co., Central and Jackson Sts., Knoxville, Tenn.—Lowest dealers' prices on 50 H. P. horizontal return-tubular boiler, 100 lbs. or more working pressure, insurable with fixtures complete, with or without stack; quick delivery.

**Boiler.**—Southern Engineering Co., 406 Urban Bldg., Louisville, Ky.—72-in. x 18-ft. horizontal tubular boilers, 125 lbs. working pressure.

**Boilers.**—J. E. Bobbitt, Box 886, Greensboro, N. C.—100 to 150 H. P. return-tubular boilers.

**Boilers.**—Arkansas Brick & Tile Co., Little Rock, Ark.—Two 300 to 350 H. P. water-tube boilers with steel water legs; quote prices, time of delivery, etc.

**Bottles, etc.**—Lyon Medicine Co., C. L. Yates, Prest.-Mgr., Charlotte, N. C.—Bottles, cartons, labels, boxes.

**Bridge Construction.**—Yazoo County Supvrs., Yazoo City, Miss.—Bids until May 3; bridge over Lake George; plans, etc., on file.

**Brick.**—See Building Material.

**Bridge Construction.**—Fannin County Ordinary, G. A. Curtis, Ordinary, Blue Ridge, Ga.—Bids until May 11; 200-ft. bridge over Toccoa River, 16 ft. wide; 7108 lbs. reinforcing steel; 5,453 ml. road; plans, etc., on file at Blue Ridge, with State Highway Engr., 706 Walton Bldg., Atlanta, and H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, Ga.

**Brick.**—S. R. Fetner, Westbrook Bldg., Albany, Ga.—Samples of brick.

**Bricks.**—Joyce-Norton Co., D. O. Norton, 800 Temple Bldg., Detroit, Mich.—Tile, face and common bricks.

**Brick Equipment.**—E. P. Hyman & Co., Hobgood, N. C.—Small machines or moulds to mfr. cement bricks and blocks.

**Brick Machinery.**—E. L. Deans, Whaley-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



ville, Va.—To correspond with mfrs. pressed brick mchy.

**Building Material.**—Rev. B. H. Waugh, Pastor First Baptist Church, York, S. C.—Prices on brick, maple flooring, plaster columns and cornices for church.

**Building Material.**—Lester Avery, Archt., Clearwater, Fla.—Literature and samples of building material.

**Building Material.**—Bruce Walker Ravenel, Columbia, S. C.—To represent mfrs. ornamental building material, including face-brick tile, ornamental pottery, etc.

**Building Material.**—Treasury Dept., James A. Wetmore, Acting Supervising Archt., Washington, D. C.—Bids until May 10 for furnishing following materials to construct medical officers' quarters at Marine Hospital, Savannah, Ga.: Concrete, brick, asphalt roofing, sheet-metal work, plastering, interior tile work, lumber, millwork, painting, glazing, hardware, plumbing, heating, electric work, etc.; copies of drawings, specifications and bills of quantities obtainable from custodian at Savannah, or from office Supervising Archt.

**Building Material.**—Progressive Building Co., 3535 Liberty Heights Ave., Baltimore, Md.—Prices on building material, including galvanized iron cornices, skylights, plumbing, heating, roofing and painting.

**Building Material.**—Thos. Charles Williams, 8 E. Lexington St., Baltimore, Md.—Prices on building material for alterations to 5-story building.

**Building Materials.**—J. M. Penland, care Waco Drug Co., Mary and 5th Sts., Waco, Tex.—Face brick, cement, steel for reinforcing, etc.

**Button Machinery.**—Wm. A. Wall, Box L, Foreman, Ark.—Names and addresses mfrs. pearl button mchy.

**Cans.**—H. H. Hall, Dothan, Ala.—Information on jacketed cans and small galvanized drums.

**Cars.**—D. Blumann, 1/1 Postgasse 6, Vienna, Austria.—300-400 freight cars, new or second-hand; quote prices c. i. f. Rotterdam.

**Cars.**—International Agricultural Corp., O. L. Dortch, Mgr., Columbia, Tenn.—Second-hand 4-yd. side-dump mine cars.

**Carbons.**—W. L. Brennan, Box 134, Chanute, Kans.—Black diamond carbons.

**Cars.**—Raven Coal & Mining Co., D. C. Yates, Prest., Raven, Va.—Light bottom dump coal cars for tram haulage; mine cars.

**Castings.**—Codd Tank & Specialty Co., 117 S. Hanover St., Baltimore, Md.—Malleable iron castings for making bronze seated malleable iron pipe unions.

**Compressor System (Air).**—Tunstall & Arrington, Archts.-Engrs., 1021 National Bank of Commerce Bldg., Norfolk, Va.—Invite bids on air compressor system.

**Concrete Tile Machinery.**—Crenshaw Oil Co., T. C. Potts, Mgr., Crenshaw, Miss.—Names and addresses mfrs. concrete drainage tile machines.

**Contractors' Supplies.**—Downing Construction Co., 11 York Court, Baltimore, Md.—Data and prices on contractors' supplies.

**Conveyor.**—See Tipples, etc.

**Cotton Fabrics, etc.**—Percival I. Burke, 23 Church St., Kingston, Jamaica.—To represent mfrs. of and dealers in: Brown sheetings, staple cotton fabrics, corn oil, corn and wheat flour, margarine.

**Crane.**—International Agricultural Corp., O. L. Dortch, Mgr., Columbia, Tenn.—Second-hand 20 to 25-ton locomotive crane.

**Crusher.**—See Road Machinery.

**Crusher.**—Columbia Crushed Stone Co.,

Drake Bldg., Easton, Pa.—7 or 6% gyratory crusher; with or without screens, etc.

**Crusher.**—See Glass Plant Equipment.

**Curtains.**—See Theater Equipment.

**Cutting Machine.**—Kaufman Metal Co., 1st and Clark Sts., Jacksonville, Fla.—Pipe-cutting and threading machine, 1½ in. and up.

**Cutting Machine.**—Wonham, Bates & Goode Trading Corp., 17 Battery Place, New York.—Names and addresses mfrs. electric machines to cut cotton and absorbent wool.

**Dam Construction.**—Lake Side Country Club Building Com., Little Rock, Ark.—Bids; reconstruct Ferguson Lake dam with concrete spillway; 250 cu. yds. concrete; 3500 cu. yds. embankment; plans with Dickinson & Watkins, Engrs., Boyle Bldg.

**Derricks.**—Downing Construction Co., 11 York Court, Baltimore, Md.—Data and prices on derricks.

**Dock (Concrete) and Equipment.**—Champion Engineering & Supply Co., 21 Park Row, New York.—To contract for concrete graving dock to accommodate 5000-ton vessels.

**Dragline.**—International Agricultural Corporation, O. L. Dortch, Mgr., Columbia, Tenn. Class 14 Bucyrus dragline, Marion 36 machine, both mounted on caterpillar crawlers; second-hand.

**Drainage System.**—Beaver Dam Creek Drainage Dist. No. 1 of Fayette, Shelby and Tipton Counties, J. A. Phillips, Commr., Somerville, Tenn.—Bids until April 25; construct drainage system; 630,000 cu. yds. excavation; plans on file.

**Drill.**—W. L. Brennan, Box 134, Chanute, Kans.—Second-hand diamond core drill.

**Drill.**—John G. Duncan Co., Cor. Central and Jackson Sts., Knoxville, Tenn.—Prices on gasoline rock drill outfit for overhead work in coal mines.

**Electrical Equipment.**—Thos. Charles Williams, 8 E. Lexington St., Baltimore, Md.—Prices on electrical equipment for office building.

**Electrical Equipment.**—Elton Warner, 150 Cumberland Ave., Asheville, N. C.—Small water-wheel and electric generator for use in connection with storage batteries.

**Elevator.**—Dept. of Interior, S. G. Hopkins, Asst. Secy., Washington, D. C.—Bids until May 5; install electric elevator in St. Elizabeth's Hospital; plans on file.

**Elevator.**—Samuel T. Williams, 223 N. Calvert St., Baltimore, Md.—Electric passenger elevator, 220 volts, D. C.; immediate delivery.

**Elevator.**—Thos. Charles Williams, 8 E. Lexington St., Baltimore, Md.—Prices on 5-story second-hand passenger elevator.

**Electric Work.**—See Building Material.

**Engine.**—W. A. Carver, Rougemont, N. C.—Prices on 40 to 60 H. P. oil engine; second-hand.

**Engines.**—R. A. Zoller, Box 474, Washington, N. C.—Names and addresses mfrs. marine crude-oil engines, 25 to 250 H. P.

**Engine.**—Wood & Lane Co., St. Louis, Mo.—Second-hand horizontal automatic steam engine.

**Engine.**—J. E. Bobbitt, Box 886, Greensboro, N. C.—Corliss engine.

**Fire-escape.**—Thos. Charles Williams, 8 E. Lexington St., Baltimore, Md.—Prices on fire escape for 5-story building.

**Flooring.**—See Building Material.

**Flooring Machine.**—Hackley Morrison Co., 10½ N. 9th St., Richmond, Va.—Second-hand high-speed 4-side flooring machine.

**Foundries.**—Falcon Mfg. Co., 900 Title

Guaranty Bldg., St. Louis, Mo.—Foundries casting iron, brass and aluminum to estimate on mfrs. internal combustion gasoline parts.

**Gear Manufacturers.**—W. H. Vradeenburg, 244 W. 13th St., Fort Worth, Tex.—To correspond with rawhide gear manufacturers.

**Generator Set.**—Wood & Lane Co., St. Louis, Mo.—25 or 30 K. W. 250 V. D. C. generator, direct connected to horizontal automatic steam engine, with switchboard and accessories.

**Glass Plant Equipment.**—Moe Levy, National Bank of Commerce Bldg., Norfolk, Va.—Data and prices on equipment to mfrs. glass bottles and window glass; to include sandstone crusher, sand shovel, sand cleaner; new or first-class second-hand.

**Hardware, etc.**—Balfour & Co., 98-4 Clive St., Calcutta, India.—To represent mfrs. of or dealers in: Hardware of all kinds, automobile mchy., piece and leather goods, chemicals, galvanized ware, silk goods, etc.

**Heating Plant.**—Thos. Charles Williams, 8 E. Lexington St., Baltimore, Md.—Prices on steam-heating plant, including boiler and radiators.

**Heating Plant.**—S. W. Cannon, State Electrician and Engr., Columbia, S. C.—Bids until Apr. 27 for heating plant at State House.

**Heating Plant.**—See Building Material.

**Heating Plant.**—See Building Material.

**Heating Plant.**—S. W. Cannon, State Electrician & Engr., Columbia, S. C.—Bids until April 27; install heating plant at Statehouse; plans on file.

**Herbs.**—Lyon Medicine Co., C. L. Yates, Prest.-Mgr., Charlotte, N. C.—Native herbs and roots of Western Carolina and Virginia.

**Hoghead Machinery.**—A. M. Cameron, Vass, N. C.—Mchy. to mfrs. hogsheds for leaf tobacco.

**Hoists.**—Downing Construction Co., 11 York Court, Baltimore, Md.—Data and prices on hoists.

**Hosiery Mchy., etc.**—Harris-Covington Hosiery Mills, W. C. Covington, Secy.-Treas., High Point, N. C.—70 to 100 hosiery machines; supplies for mill.

**Houses.**—Porter Military Academy, Charleston, S. C.—Names and addresses mfrs. ready-cut houses for temporary classroom buildings.

**Iron Siding.**—Toccoa Furniture Co., Toccoa, Ga.—150 squares corrugated-iron siding; new or second-hand.

**Iron-working Machinery.**—Falcon Mfg. Co., 900 Title Guaranty Bldg., St. Louis, Mo.—Iron-working mchy., including milling machines, lathes, etc.

**Lathes.**—See Metal-working Machinery.

**Lathe.**—J. F. Tice Co., Lagrange, Ga.—Prices on wood lathe.

**Laundry Iron.**—C. J. Carroll, Turkey, N. C. Revolving or rolling iron for small laundry.

**Laundry Machinery.**—State Board of Control, Purchasing Div., Austin, Tex.—Laundry Mchy. for State Epileptic Colony at Abilene, Tex.

**Laundry Machinery.**—American Laundry Co., A. E. Mangold, 2d and Williams Sts., Dallas, Tex.—Bids until Apr. 29; laundry mchy.

**Lighting Fixtures.**—Treasury Dept., Supervising Archt.'s Office, Washington, D. C.—Bids until May 5; furnish and install lighting fixtures in U. S. postoffices at Honey Grove, Tex.; Mt. Pleasant, Mich.; Rhineclander, Wis.; Sunbury, Pa.; U. S. postoffice and courthouse at Woodward, Okla.

**Lighting Equipment.**—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until May 5 for furnish-

ing and installing lighting fixtures in post-offices at Honey Grove, Tex.; Mt. Pleasant, Mich.; Rhinelander, Wis.; Sunbury, Pa., and postoffice and courthouse at Woodward, Okla.; drawings and specifications at office Mr. Wetmore.

**Locomotives.**—Raven Coal & Mining Co., D. C. Yates, Prest., Raven, Va.—Narrow-gauge steam locomotives, about 20 tons.

**Locomotives.**—International Agricultural Corp., O. L. Dortch, Mgr., Columbia, Tenn.—Second-hand 12 to 18-ton dinky locomotives.

**Locomotive.**—Long-Bell Co., Quitman, Miss.—80-ton Shay locomotive; not less than 180 lbs. steam pressure; first-class operating condition; complete specifications, price and location.

**Lumber.**—A. W. Pope, St. Augustine, Fla. Poplar, mahogany, cypress, ash and birch boards;  $\frac{1}{8}$ ,  $\frac{1}{4}$ ,  $\frac{3}{8}$ ,  $\frac{1}{2}$  and  $\frac{3}{4}$ -in. thickness.

**Machine Tools.**—See Automobile Machinery, etc.

**Machine Tools.**—See Metal-working Machinery.

**Machine Tools, etc.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Bids until Apr. 27 to furnish: Auger bits; hacksaw blades; screw clamps; pipe dies; drill bits; drills and countersinks; twist drills; files; machinists' hammers; planes; arch punches; blacksmiths' punches; drill sleeves; stocks and dies; taps; pipe vises; wrenches; copper fuses; wire glass; asbestos pipe runners; paint; etc. Blank forms and information (Circular 1362) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; Fort Mason, San Francisco; United States Engr. offices throughout country.

**Machine Shop Equipment.**—J. E. Bobbitt, Box 886, Greensboro, N. C.—Machine shop equipment.

**Manufacturers' Catalogs.**—Lloyd W. Josse-lyn, Director of Birmingham Public Library, Birmingham, Ala.—Catalogs published in Spanish and Portuguese by American mfrs. and exporters.

**Marine Machinery.**—See Dock (Concrete) and Equipment.

**Marking Machine.**—German Steam Laundry, E. L. Allen, Mgr., Gorman, Tex.—Prices on electric marker for laundry.

**Metal-working Machinery.**—Royal Metal-ware Mfg. Co., John L. Snyder, Treas., Lexington, N. C.—Bids until Oct. 1; metal-working mch., including presses, dies, lathes, accessories to mfr. sheet aluminum kitchen utensils.

**Motors.**—J. E. Bobbitt, Box 886, Greensboro, N. C.—Motors.

**Motor.**—W. A. Carver, Rougemont, N. C.—Prices on 50 H. P. electric motor; second-hand.

**Motor Generator Set.**—G. E. Bennett, Box 678, Pittsburgh, Pa.—235 H. P. 30-cycle synchronous 2300-volt 3-phase motor; 175 K. W. 60-cycle 220-volt direct-connected generator.

**Painting.**—See Building Material.

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**Painting.**—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until Apr. 23 for painting, plastering at postoffice and courthouse, Oklahoma City; copies of plans and specifications from custodian or from office Supervising Archt.

**Painting.**—Board of Awards, City Hall.—Separate bids until Apr. 21 to paint interior and exterior of 4 schools, engine-house and interior of police station; plans and specifications at office C. H. Osborne, Inspector of Buildings, City Hall.

**Paving.**—City of Jefferson City, Mo.—Bids until May 5; 40,000 sq. yds. paving; bituminous macadam; Linn F. Brown, City Engr.

**Paving.**—City of Birmingham, Ala.—Bids until April 20; sidewalks; curb and gutter, etc.; plans, etc., on file; Julian Kendrick, City Engr.

**Paving.**—City, W. A. McNulty, Clerk, Marianna, Fla.—Bids until May 14; pave Fayette, Caledonia, Jackson and other streets; 25,000 sq. yds.; brick, asphaltic concrete, concrete, bituminous macadam; plans, etc., with City Clerk and J. B. McCrary Co., Engr., Atlanta, Ga.

**Paving.**—City of Jefferson City, Mo.—Bids until May 3; pave Havana and High Sts.; asphalt macadam; 3950 sq. yds.; plans, etc., with City Clk.; Linn F. Brown, City Engr.

**Paving.**—City, B. E. Butler, Clk., McComb City, Miss.—Bids until Apr. 20; 2000 sq. yds. concrete sidewalks; plans, etc., on file.

**Paving.**—Pulaski County Commrs., Road Improvement Dist. No. 10, B. Bodemann, Secy., Little Rock, Ark.—Bids until May 4; 51 mi. paving; Sections 5 and 6; sheet asphalt, asphaltic concrete or warrenite on rolled stone, plain concrete pavement and macadam; plans, etc., on file at Little Rock, with State Highway Comsu., and Ford & MacCrea, Engrs., 325 Gazette Bldg.

**Paving.**—Mississippi County Commrs., Half Moon Road Improvement Dist., F. W. Schatz, Secy., Blytheville, Ark.—Bids until May 5; 129,178 sq. yds. gravel pavement, etc.; plans, etc., with Pride & Fairley, Engrs.

**Paving.**—City, S. F. Hickman, Mayor, Altus, Okla.—Bids until Apr. 19; 38,128 sq. yds. concrete pavement; 14,389 lin. ft. integral curb; storm sewers; plans, etc., with J. C. Chism and Carl R. Reid, Engrs.

**Paving.**—City, Jno. C. Calhoon, Mayor, Owensboro, Ky.—Bids until Apr. 22; improve Allen, Cedar and other streets; 48,000 sq. yds. asphalt cement concrete surfacing; 3344 ft. combined cement curb and gutter; plans, etc., with City Clk. and E. B. Shifley, City Engr.

**Paving.**—City, John Parker, Clk., Barboursville, Ky.—Bids until Apr. 23; 30,000 sq. yds. Kentucky rock asphalt on stone base; 9500 lin. ft. concrete curb; 5770 lin. ft. concrete curb and gutter; Joseph B. Murphy, Engr.

**Paving.**—City Commrs. Public Works, Allen Thomas Clk., Tampa, Fla.—Bids until Apr. 20; 5600 sq. ft. sheet cement sidewalks; specifications, etc., with City Engr.

**Pipe.**—O. Kamerlingh Onnes, Managing Director, Amsterdam, Holland.—Names and addresses mfrs. seamless steel flange pipe, 300 M. diam.; view to representation.

**Pipes.**—C. O. Ramsey, Coeburn, Va.—Prices on water pipes delivered; 1000 population.

**Piping.**—Big Sandy Oil & Gas Co., W. W. Ogden, Gen. Mgr., Newton, W. Va.—All kinds oil well casings.

**Piping, etc.**—Fort Pierce Golf & Country Club, Fort Pierce, Fla.—Galvanized-iron pipe and fittings for irrigation system; new or second-hand; 3040 ft. 3-in., 9 3-in. T, reduced to 2 in., 8 3-in. U, 1 3-in. plug; 1200 ft. 2-in., 6 2-in. T, reduced to 1 in., 4 2-in. U, 2 2-in. sht. nip.; 1625 ft. 1½-in., 4 1½-in. T, reduced to 1 in., 8 1½-in. U, 2 1½-in. sht. nip., 1 1½-in. plug, 5 1½-in. T; 2725 ft. 1-in., 16 1-in. T, 18 1-in. L, 25 1-in. U; 45 1-in. sht. nip.; 45 1-in. hose connections, gate or faucet; 12 1-in. overhead revolving sprinklers, 30-ft. radius, 30 lbs. pressure; pipe, new threads and couplings, quoted separate from other pipe fittings; prices delivered Jacksonville.

**Pipe Unions Machinery.**—Codd Tank & Specialty Co., 117 S. Hanover St., Baltimore, Md.—Mch. to mfr. bronze-seated malleable-iron pipe unions.

**Plumbing.**—See Building Material.

**Plumbing Fixtures.**—Calypso Supply Co., Calypso, N. C.—Names and addresses mfrs. of and dealers in plumbing and bathroom fixtures.

**Pool Tables.**—J. A. Roberts, Stanley, Va.—Prices on second-hand 4x8-ft. pool tables.

**Powder (White Lead).**—Usine de Couleurs Minerales, Millot Frollich, 35 Boulevard de Plombreres, Marseille, France.—10,000 Kilos white-lead powder, boxed in substantial cases, from 350 to 400 kilos; quotations in French money, c. i. f. Marseille; delivery soon as possible.

**Presses.**—See Metal-working Machinery.

**Pump.**—Gorman Steam Laundry, E. L. Allen, Mgr., Gorman, Tex.—Prices on water well pump.

**Pumps.**—Acme Electric Works, 316 Bank St., Norfolk, Va.—Prices on duplex or triplex double-action pumps, 250 or 450 G. P. M.

**Pumps.**—Hadzigeorgious & Pantos, Volo, Greece.—Electric-driven motor pumps for water pumping; motor and pump on same shaft; output in gallons per hour, 1500 to 30,000 pounds; continuous electric power of 110, 220 and 440 volts; important orders to meet.

**Rails.**—W. F. White & Co., Box 305, Clarksburg, W. Va.—16, 20, 25 and 30-lb. relaying rails; good condition; quote price and location.

**Rails.**—Raven Coal & Mining Co., D. C. Yates, Prest., Raven, Va.—30 to 40 lbs. relaying rails; light nining rails.

**Road Construction.**—Jefferson County Commrs., Dist. No. 25, Ziba Bennett, Commr., Pine Bluff, Ark.—Bids about May 16; 7 mi. road; \$75,000.

**Road Construction.**—Jefferson County Commrs., Roberts Road Dist., E. A. Marketson, Prest., Humphreys, Ark.—Bids about May 20; 6 mi. road; \$65,000.

**Road Construction.**—Jefferson County Commrs., Dist. No. 24, Pine Bluff, Ark.—Bids about May 16; 4 mi. road; \$50,000; Moreland & Bennett, Engrs.

**Road Construction.**—Woodruff County Commrs. Road Improvement Dist. No. 18, F. L. Maxwell, Secy., Cotton Plant, Ark.—Bids until Apr. 15; 9 mi. gravel road; concrete bridges; plans, etc., with E. E. Mashburn, Engr., Cotton Plant, Ark.; State Highway Dept., Little Rock, Ark., and Ross Mathis, Cotton Plant, Ark.

**Road Construction.**—Harrison County, W. H. Strength, County Judge, Marshall, Tex.—Bids until April 30; 39.45 mi. Highway No. 11; Federal-aid Project No. 142; grading, surface with gravel, rock and bituminous surface treatment; concrete bridges and culverts; plans, etc., with Geo. A. Duren, County Engr., Marshall, and State Highway Dept., State Office Bldg., Austin, Tex.

**Road Construction.**—White County Commissioners Beebe, Antioch and Loneke Road Improvement Dist., E. C. Warren, Secy., Beebe, Ark.—Bids until May 4; improve roads; 48,000 gals. bituminous binder; 86,000 cu. yds. grading; 5000 cu. yds. gravel; 11,000 cu. yds. stone; bridges, etc.; plans, etc., with State Highway Dept., Little Rock, Ark., and Parkes Engineering Co., Engr., Pine Bluff, Ark.

**Road Construction.**—Kleberg County Commissioners, Ben F. Wilson, Judge, Kingsville, Tex.—Bids until May 3; improve roads; \$64,508.6 cu. yds. gravel surfacing; 268,995 lbs. steel reinforcing; plans, etc., with Highway Engr., Kingsville, and State Highway Dept., State Office Bldg., Austin, Tex.

**Road Construction.**—Fannin County Ordinary, G. A. Curtis, Ordinary, Blue Ridge, Ga.

Bids until May 11; 5,453 mi. Federal Aid road, Ga. No. 118; 200-ft. bridge over Toccoa River; 7108 lbs. reinforcing steel; plans, etc., on file at Blue Ridge, with State Highway Engr., 700 Walton Bldg., Atlanta, Ga., and H. W. Morgan, Div. Engr., 404 Jackson Bldg., Gainesville, Ga.

**Road Construction.**—State Highway Dept., Board State Engrs. of Louisiana, Room 332 Maison Blanche Annex, New Orleans, La.—Bids until Apr. 27; 5.63 mi. New Orleans-Baton Rouge Highway, St. Charles Parish; information, etc., on file; Duncan Bule, State Highway Engr.

**Road Construction.**—Waynesville Township Road Commrs., Waynesville, N. C.—Bids until Apr. 19; grade 3300 lin. ft. road; 12,230 cu. yds. excavation; J. W. Seaver, Engr.

**Road Construction.**—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until April 27; 1 mi. State Highway between Laurel toward Ashton; concrete; Prince George's County, Contract P-10; plans, etc., on file.

**Road Construction.**—Hillsborough County Commrs., James G. Yeats, Chrmn., Tampa, Fla.—Bids until Apr. 30; 33 mi. hard-surfaced road; plans, etc., on file.

**Road Construction.**—Jefferson County Commrs. Road Improvement Dist. No. 22, J. M. Barrett, Commr., Pine Bluff, Ark.—Bids until Apr. 28; improve road; 23,500 cu. yds. gravel; 60,000 cu. yds. grading; bridges; plans, etc., with State Highway Dept., Little Rock, Ark., and Parkes Engineering Co., Engr., Pine Bluff.

**Road Construction.**—Monroe County Commrs., Richland Township Road Improvement Dist., Fred Schroeter, Secy., Cotton Plant, Ark.—Bids until Apr. 15 10 mi. gravel road; plans, etc., with E. E. Mashburn, Engr., Cotton Plant, Ark.; State Highway Dept., Little Rock, Ark., and with Ross Mathis, Cotton Plant, Ark.

**Road Construction.**—Commrs. Little Rock-Pulaski Road Improvement Dist. No. 10, B. Bodemann, Secy., Little Rock, Ark.—Bids until May 4; changed date from April 26; 55 mi. streets and roads in Sections 1 and 2, including draining and paving Crystal Hill, Conway and Alexander roads; asphaltic concrete or warrentite on rolled stone base, plain concrete pavement; culverts and bridges; plans, etc. on file at Little Rock with State Highway Comsn., and Lund & Hill, Engrs., 527 Southern Trust Bldg.

**Road Construction.**—Lonoke County Commrs., Carlisle-Hamilton Road Improvement Dist. No. 14, J. R. Moery, Secy., Carlisle, Ark.—Bids until Apr. 29; 14 mi. gravel road, 10 ft. wide; bridges; plans, etc., with County Commrs., Lonoke; State Highway Dept., Little Rock, Ark., and Carter & Knoch, Engrs., 803 A. O. U. W. Bldg., Little Rock, Ark.

**Road Construction.**—Union Township Highway Comsn., Union, S. C.—Bids until Apr. 29; 3.873 mi. Union-Lockhart road; F. A. Project No. 94; 11,111 cu. yds. topsoil surfacing; plans, etc., with W. B. Deneen, Engr., Union, and State Highway Engr., Columbia, S. C.

**Road Construction.**—Georgetown County Commrs., Georgetown, S. C.—Bids until Apr. 28; 10,395 mi. Andrews road; Federal Aid Project No. 48; sand-clay; 23,824 cu. yds. sand-clay surfacing; bridges; plans, etc., on file at Georgetown and with J. Roy Pennell, State Highway Engr., Columbia, S. C.

**Road Construction.**—Halifax County Highway Comsn., C. F. Gore, Supt. Highways, Weldon, N. C.—Bids until Apr. 26; 7.3 mi. sand-clay or gravel-clay roads in Halifax

County; 8500 cu. yds. sand-clay or gravel surfacing; bridges; plans, etc., on file.

**Road Construction.**—Pulaski County Commissioners Road Improvement Dist. No. 10, B. Bodemann, Secy., Little Rock, Ark.—Bids until Apr. 26; 19.72 mi. road; Section No. 3; asphaltic concrete, warrentite, plain concrete pavement; plans, etc., on file at Little Rock, with Carter & Knoch, Engrs., 803 A. O. U. W. Bldg., and State Highway Comsn.

**Road Machinery, etc.**—Oliver Tractor Sales Co., Rocky Mount, N. C.—Names and addresses mfrs. of and dealers in road mchy. and scrapers.

**Road Machinery.**—Sutton Contracting Co., Contr., Still Pond, Md., and Philadelphia, Pa.—Information on stone spreader devices.

**Road Machinery.**—Hemphill County Commissioners, W. D. Fisher, Judge, Canadian, Tex.—30-60 road tractor; 10-ft. graders; dump bodies for trucks; loader to load clay and crushed rock into wagons; second-hand rock crusher.

**Road Material.**—Sutton Contracting Co., Contr., Still Pond, Md., and Philadelphia, Pa.—1500 tons crushed stone; 300 tons screenings.

**Road Roller.**—Tinsley Construction Co., Contr., Roanoke, Va.—Prices on 10-ton road roller; new or second-hand.

**Road Roller.**—Roy C. Whayne Supply Co., 608 W. Jefferson St., Louisville, Ky.—5 and 8-ton tandem Iroquois or Kelly road roller, with or without scarifiers; steam preferred; late model, good condition.

**Ropes (Wire).**—Columbia Crushed Stone Co., Drake Bldg., Easton, Pa.— $\frac{1}{2}$ ,  $\frac{3}{4}$ ,  $\frac{1}{2}$  and  $\frac{3}{4}$  new or used steel wire ropes; long lengths.

**Safe.**—See Bank Fixtures.

**Safe, etc.**—T. W. Murphy & Sons, Talmo, Ga.—Prices on second-hand vault door and screw door safe.

**Saw.**—J. F. Tice Co., Lagrange, Ga.—Prices on band saw machine.

**Sawmill.**—E. M. & A. W. Addington, Coeburn, Va.—Lath mill.

**Sewer Construction.**—Town of Monticello, Fla., John H. Shuman, Clerk.—Bids until May 4; construct  $\frac{5}{8}$  mi. 8 to 10-in. sanitary sewers; sewage-disposal plant; 4 septic tanks; plans, etc., from J. B. McCrary Co., Engr., Atlanta, Ga.

**Sewer Construction.**—City of Whitesboro, Tex.—Bids about May 15; construct \$40,000 sanitary sewer system; R. G. Carraway Co., Gen. and Const. Engr., Gainesville, Tex.

**Sewer Construction.**—City of Alton Park, Tenn., J. F. Hager, Mayor.—Bids until May 8; construct sanitary sewer system;  $7\frac{1}{2}$  mi. vitrified-pipe sewers; 125 brick manholes; septic and flushing tanks; plans, etc., from W. L. Brandon, Engr.

**Scenery.**—See Theater Equipment.

**Sewer Construction.**—City of Tunica, Miss., W. H. Houston, Mayor.—Bids until May 4; construct 26,600 lin. ft. 2 to 18-in. sewer; settling tanks, manholes, 37,000 cu. yds. canal, etc.; plans, etc., from Dabney Engineering Co., Engr., Memphis, Tenn.

**Sheet-metal Work.**—See Building Material.

**Shovel.**—Southern Gypsum Co., North Holston, Va.—Steam shovel on traction wheels, with  $\frac{1}{2}$  to  $\frac{3}{4}$  dipper; Erie or Thew preferred.

**Springs.**—A. R. Thome, R. R. No. 4, Laurens, S. C.—4-in. coil spring.

**Springs.**—J. B. Alsbrook, Greeleyville, S. C.—5 extension coil spring,  $\frac{1}{4}$ -in. wire to extend 36 in. beyond regular length, to pull 72 lbs.; 15 compression springs, 5-16 wire 3 in. long when not compressed.

**Steel, etc.**—Panama Canal, A. L. Flint,

Gen. Purchasing Officer, Washington, D. C.—Bids until May 5 to furnish: Steel; steel rollers and screws; pipe dies; files; hoes; cant hooks; shovels; stocks and dies; vises; wrenches; dry batteries; flashlights; glue; greenhouse material; cocoanut meal; muriatic and oxalic acid; ethyl alcohol; alumina sulphate; ammonia; barium sulphate; creosote; Japan and linseed oil; putty; douglas fir; Southern yellow pine and redwood lumber. Blank forms and information (Circular 1363) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York, 606 Common St., New Orleans, Fort Mason and San Francisco; United States Engr. offices throughout country.

**Steel Sheets.**—William E. Duff Co., York, Pa.—50 tons No. 30 blued steel sheets, gauge size 3x6; wire or write.

**Steel Wire, etc.**—D. Blumann, 1/1 Postgasse 6, Vienna, Austria.—Prices on steel wire for mfr. of steel ropes; rolled aluminum for telegraphic wires; in quantity and monthly shipments; quote prices c. i. f. Rotterdam.

**Storage Systems (Gasoline and Oil).**—Tunstall & Arrington, Architects-Engrs., 1021 National Bank of Commerce Bldg., Norfolk, Va. Bids on gasoline and oil storage systems.

**Tank and Tower.**—T. W. Murphy & Sons, Talmo, Ga.—Prices on 30,000 or 45,000-gal. water tank and 50-ft. tower.

**Tar Products.**—H. H. Hall, Dothan, Ala.—Names and addresses mfrs. wood tar products with plants located 300 to 500 mi. east of Mississippi River; prefer East Tennessee or Carolina.

**Textiles, etc.**—Jose' M. Servetti Gordero, Colonia 1209, Montevideo, Uruguay.—To represent mfrs. of and dealers in following: Textiles; clothing (especially white); hardware; metals; pins; needles; trinkets; chemical products; drugs, etc.

**Textile Mch., etc.**—J. S. Burbar & Sons, Amritsar (Punjab), India.—To represent mfrs. mule spindles, blowroom mchy., boilers, engines, etc.

**Theater Equipment.**—J. D. Beale, Winton, N. C.—Correspondence with firms supplying stage curtains and scenery for school building.

**Tiles.**—C. O. Ramsey, Coeburn, Va.—Prices on sewerage tiles, delivered; population 1000.

**Tipple, etc.**—E. G. Kyle, care Carbon Fuel Co., Carbon, W. Va.—Steel tipple and conveyor.

**Tipple Equipment.**—Raven Coal & Mining Co., D. C. Yates, Prest., Raven, Va.—Tipple equipment.

**Tin.**—William E. Duff Co., York, Pa.—2000 boxes (in plate, packed for domestic use; wire or write.

**Transmission Line.**—Town of Elm City, N. C., J. W. Winstead, Mayor.—Bids until Apr. 26; construct 6-mi. transmission line to Wilson, N. C.; plans, etc., from Supt. Water and Light Depts.

**Tractor.**—R. W. Huie & Son, Arkadelphia, Ark.—Names and addresses mfrs. of and dealers in tractors; caterpillar type; suitable for pulling lumber wagons; lowest price f. o. b. Daleville or Arkadelphia, Ark.

**Turbine.**—International Agricultural Corp., O. L. Dortch, Mgr., Columbia, Tenn.—Second-hand 300 to 375 K. W. turbine.

**Turbines.**—U. S. Engr. Office, S. C. Godfrey, Major Corps of Engrs., Florence, Ala.—Bids until June 1; 4 hydraulic turbines, each 30,000 H. P., with governors.

**Vault.**—See Bank Fixtures.

**Vault.**—State Board of Control and Economy, W. D. Nesbitt, Chrmn., Montgomery, Ala.—Bids until April 26 to erect and complete fireproof vault at State Treasurer's



office, State Capitol; plans and specifications at office Fredk. Ausfeld, Archt.

**Wagons.**—See Road Machinery.

**Wagons.**—R. W. Hule & Co., Arkadelphia, Ark.—Names and addresses mfrs. of and dealers in lumber wagons; catalogs, lowest price f. o. b. Daleville or Arkadelphia, Ark.

**Wallboard.**—Rayville Supply & Hardware Co., Rayville, La.—Prices on 2 carloads wallboard; immediate delivery.

**Well-drilling Equipment.**—Big Sandy Oil & Gas Co., W. W. Ogden, Gen. Mgr., Newton, W. Va.—Bids until May 15 on 2 strings of drilling tools; supplies.

**Wire Screen.**—Columbus Compress & Warehouse Co., Columbus, Miss.—Names and addresses mfrs. heavy wire screen.

**Wire (Steel).**—J. B. Alsbrook, Greeleyville, S. C.—10 pieces tempered steel wire.

**Wood Trimmer.**—Westbrook Elevator Mfg. Co., E. H. Marshall, Mgr., 410 Spring St., Danville, Va.—24-in. wood trimmer for pattern shop.

**Woodworking Machinery.**—J. F. Tice Co., Lagrange, Ga.—Prices on pattern and woodworking machines, tools, lathe, saw, etc.

## Railroad Construction

### Railways.

Ky., Lexington. — Louisville & Nashville R. R., it is reported, will build a 23-mi. loop around the city of Jackson, Ky., to obtain easier grade for loaded coal trains, besides building several miles of passing tracks. An extension from Potters Gap to Jenkins, Ky., is also reported in consideration. H. C. Williams, Louisville, Ky., is Ch. Engr. of Constr.

N. C., Dunn.—Farmers of Sampson and Harnett counties are reported to have completed plans to build the proposed Roanoke & Salem Railroad, using part of the road bed of the Tilghman Lumber Co.'s tram-line.

Granville M. Tilghman and Jesse F. Wilson are said to be interested.

Okla., Tulsa.—An extension from Tulsa to Honey Grove, Tex., about 175 mi., is reported contemplated by the Santa Fe System to run via Okmulgee, Henryetta and McAlester, Okla. C. F. W. Felt, Chicago, is Ch. Engr.

Tex., Dallas.—The Interurban Committee will take steps immediately to promote plans for the construction of the contemplated interurban railway from Dallas to Wichita Falls, Tex., about 130 mi., which were approved by the voters on April 6. It is said that arrangements for financing have been practically closed. Wiley Blair is Chrmn. and D. E. Waggoner is Acting Chrmn. of the Comm. J. F. Strickland of the Dallas Railway Co. is also reported interested.

Tex., Fort Worth.—St. Louis Southwestern Railway Co. will build one industry track in North Fort Worth, the work to be done by the company's forces. A. A. Matthews, Tyler, Tex., is Ch. Engr.

Tex., Sherman.—St. Louis-San Francisco Railroad Co. will build two new machine-shop tracks and a new roundhouse lead track. F. G. Jonah, St. Louis, Mo., is Chief Engr.

Tex., Waco.—Central Texas Electric Railway Co. has decided to let contract immediately to build 6½ mi. of its proposed line from Waco to Robinson, Tex. O. A. Ryde is Prest. and Gen. Mgr.; J. L. Davidson, Secy.

Va., Narrows.—Sagamore Lumber Co. proposes to build a narrow-gauge railroad to develop timber land recently bought near Narrows. Sagamore Brown, Prest.; A. P. McGlinley, Secy. and Treas.; Otto Lucas, Gen. Mgr.

### Street Railways.

Okla., Oklahoma City.—Oklahoma Rwy. Co., it is reported, plans \$1,000,000 improvements, including elevating of some tracks. G. B. Treat is Ch. Engr.

well as a rapid increase of the company's business for export. The new offices provide larger quarters and more adequate facilities. The Electric Storage Battery Co., with factory located in Philadelphia, is one of the largest manufacturers of storage batteries in the world, as well as one of the oldest in this country. The products are known as the "Chloride-Accumulator," "Exide," "Thin-Exide," "Hycap-Exide" and "Ironclad-Exide" batteries.

### New York Office in Longacre Building.

The Imperial Brass Manufacturing Co., Chicago, announces that on and after May 1 its New York office will be located in the Longacre Building, Suite 605, 42d Street and Broadway, New York City.

### Manager of Sales Appointed.

E. A. Oldershaw is now in charge of the waterproofing department of the Mitchell-Rand Mfg. Co., New York, manufacturers of insulating materials, as manager of sales. Mr. Oldershaw has been in the structural compound and waterproofing business for more than 15 years; he is well known in all branches of the trade. With W. E. G. Mitchell, vice-president of the Mitchell-Rand Co., and Wm. Zaisser, he organized the Universal Compound Co. in 1902, which sold damp-proof paints and compounds made by the Mitchell-Rand Co. under the Universal label, also acting as a contractor in this feature of building construction. Now the Universal Compound Co., having been discontinued, the Mitchell-Rand Co. is manufacturing and selling the Universal dampproof compound, waterproof plastic, etc., and many of the former employees of the Universal Compound Co. are on its staff.

### Important Machinery Sale.

A large and important sale will take place in Philadelphia, Pa., May 3 and 4, according to announcement in another column of this issue. The entire stock of machinery of the Purves Machinery Co. of that city, located at South and Water streets, will be disposed of at auction. It includes steam engines for various purposes, steam pumps, electric motors and generators, blowers, fans, machine tools, machinery for different industries, lathes, grinders, air compressors, drill presses, drills, reamers, etc.; steel shafting and attachments, belting, scales and many other items too numerous to name. The sale is peremptory and catalogues will be sent to anyone interested by the auctioneers, Samuel T. Freeman & Co., 1519-21 Chestnut St., Philadelphia.

### New Process for Kier Boiling.

By the use of a new process for kier boiling, it is reported that five prominent bleacheries in particular are obtaining results hitherto unattained. They had experienced considerable difficulty with stains, and by using an excess of caustic to remove them fabric fibers were rather weakened. But after introducing the Sonneborn formula for kier boiling it is stated that these difficulties were permanently eliminated. The product used was Amalie Sonolene "C," which, although a very powerful bleaching assistant, is at the same time said to be harmless and does not injure the most delicate of fabrics. It is also said that it readily emulsifies and thoroughly removes all natural cotton wax and resinous matter; contains effective chemicals scientifically combined, besides possessing an exclusive solvent; it preserves the fiber and increases the tensile strength. The textile products division of L. Sonneborn Sons, Inc., 262 Pearl St., New York City, will give full information if requested.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Several Representatives Appointed.

The Electric Furnace Construction Co., Finance Bldg., Philadelphia, Pa., announces appointments of agents and representatives for Greaves-Etchells electric furnaces as follows: H. M. Smith, 309 Schofield Bldg., Cleveland, Ohio; A. S. Lindstrom, 519 California St., San Francisco, Cal.; McCrum & Gillem, 1011 Empire Bldg., Birmingham, Ala.; D. P. Morrisseau, General Welding & Supply Co., Wainwright Bldg., St. Louis, Mo.

### Big Sale of Southern Lands.

A sale of a number of large tracts of land, principally in the coast section of South Carolina, but including one in Georgia and another in North Carolina, will take place, according to announcement elsewhere in these pages, at Charleston, S. C., on May 14, at 11 A. M. The sale will be held in the City Hall Park. The lands include, it is stated, attractive propositions in timber, turpentine, phosphate, stock raising and farming lands in tracts of from 150 to 13,000 acres. The properties listed are to be sold for the division of estates. The Brabham Land Co. of Charleston announces the sale, which will be conducted by Matheny Bros. of Columbia, S. C.

### Five Days' Sale of Machinery, Etc.

An important public auction of metal-working machinery, motors, electrical equipment, tanks and conveyors, besides other machinery, small tools, general equipment, stores and materials, released by the termination of war contracts, will take place next week by order of the American Can Co. The first day's sale will be at Geneva, N. Y., April 27; the second day's sale at Kenilworth, N. J., April 28, and the third, fourth and fifth days' sales at Edgewater, N. J., on April 29 and 30 and May 1. The sales will begin at 11 A. M. daily, the auctioneers being Smith & Jaffe of 68 W. 45th St., New York City. Full particulars concerning the sales and the goods to be sold at the different places are given in the formal announcement elsewhere in these columns. Philip Smith will be the auctioneer in charge.

### New York Office to Move.

On April 26 the New York office of The Electric Storage Battery Co. will move from present location at 100 Broadway, which it has occupied for approximately a quarter of a century, to the National Association Building, 23-31 W. 43d Street. F. L. Kellogg, manager, says that the move has been brought about by a natural growth in domestic business as

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

### New With Good Roads Corporation.

M. C. W. Boyd has resigned from active connection with the Heltzel Steel Form & Iron Co., Warren, O., as manager of sales. Not that he has severed his official connection or disposed of financial interests, but henceforth he will be actively engaged as general manager and treasurer of the Good Roads Corporation of Kansas City, Mo., manufacturers of high-pressure atomizing road oilers, power flushers and power spreaders of tar and bituminous materials.

### Two New Appointments.

Two new appointments are announced by the Heltzel Steel Form & Iron Co., Warren, O. W. J. Savage has been appointed director of sales in charge of the steel form department. E. V. Ford will be in charge of Parish templates and finishing machines. Mr. Savage has been with the company for three years, with the exception of one year spent in France.

### To Americanize Foreign Labor Here.

An exceedingly interesting and timely brochure has been issued by the Elliott Service Co., 141-145 West 36th St., New York, concerning its industrial service, which, it is stated, supplies a definite impulse toward Americanization of foreign workers. The service is a system of pictorial bulletins designed for the interest, instruction and inspiration of industrial labor. Each working day there is displayed in frames, 20 by 32 inches, a large photograph illustrating some big national happening of the day's news, and the pictures are changed daily. To those persons who cannot understand English it is said the pictures make a particularly strong appeal, but if a worker slightly understands the language the practice he gets from reading the captions assist to increase his use of it. Several testimonials as to the value of the service are given. Considering that there are so many foreigners employed in various industries here, the facts presented are not only pertinent, but of serious value.

### Fine Timber Lands to Be Sold.

Announcement is made in another column of a very important sale of 140,000 acres of timber lands at Townsend, Ga., at noon on May 19. It is stated that there are 600,000-700,000 feet of pine timber now ready for the mill and 550 crops of turpentine, besides a large quantity of young pine large enough to saw in a few years. Most of the timber is of original growth, never having been cut into. The land is suitable for profitably cultivating cotton, corn, tobacco, oats, velvet beans, peanuts and vegetables. There are also, it is stated, wide grazing pastures that will accommodate thousands of cattle, sheep and hogs. The most of the property is fenced. Townsend is 49 miles south of Savannah, on the Seaboard Air Line to Jacksonville. J. R. Paschall of Richmond, Va., or Max Jasspon of Townsend, Ga., can give further information.

### \$1000 Prize Awarded.

The first prize of \$1000, offered by the Lakewood Engineering Co., Cleveland, for the best treatise on industrial haulage, using Lakewood tier-lift trucks, was awarded by the committee appointed by the Society of Industrial Engineers to Clarence Irving McNair, Jr., secretary of the Northwest Paper Co. of Cloquet, Minn., who won the prize with a paper entitled "Analysis of the Application of the Tier-Lift Truck to the Pulp and Paper Industry," which showed that considerable savings were possible. The second prize was awarded to F. C. Peters, chief mechanical engineer, and G. R. Reese,

assistant mechanical engineer, New Jersey Zinc Co., Pulmerton, Pa. Theodore M. Prudden of the Whitin Machine Works, Whitinsville, Mass., was awarded third prize. F. L. Usner, with L. V. Estes, Inc., of Chicago, and Frederick L. Fish, industrial engineer with the Flisk Rubber Co., Chicopee Falls, Mass., were given honorable mention. The award committee pronounced the standard of papers submitted unusually high.

### Employees' Lunchroom Opened.

The Columbian Rope Co., Auburn, N. Y., has completed and placed in operation a lunchroom for its employees with a woman manager in charge of it. The building, one story high, measures 70 by 100 feet. It has all glass windows, affording ample light and fresh air. The seating capacity is 450 persons. The building is of semi-fireproof construction with cement floor and brick walls. It is equipped with an automatic sprinkler system for protection against fire. The equipment was furnished by Albert Pick & Co. of Chicago, a restaurant supply concern. A 25-cent lunch is a feature of the new establishment.

### Distinguished Service Award.

A certificate, signed by the Secretary of War of the United States, has been received by the H. W. Clark Company, manufacturers of the Clark meter box, Mattoon, Ill., saying that the department recognizes in this award for distinguished service the loyalty, energy and efficiency in the performance of the war work by which the company aided materially in obtaining victory. The award was specifically for prompt execution of orders and intelligent co-operation.

### Sole Representatives.

McClernan & Co., People's Gas Building, 122 S. Michigan avenue, Chicago, Ill., have been appointed exclusive representatives in the Chicago district for the Falcon Steel Co., manufacturer of black sheets, blue annealed sheets and galvanized sheets. Mills and general offices are at Niles, O. The Chicago territory comprises the northern half of Illinois, the northwestern portion of Indiana and the southern part of Wisconsin.

### Safety Gate to Load Livestock.

Carl C. Cameron, Slater, Mo., has invented a stock chute gate to be used in loading livestock by means of a chute from a pen to a car, this gate to be used between the car and the wall of the chute. The gate is so made that it cannot, it is claimed, be dangerous to either railroad equipment or to employees; it cannot be placed at any angle in which it will not clear itself; pressure against the end of the gate, for instance, will cause it to move back between the walls of the chute. Moreover, the gate can be put quite out of the way when not being used. Mr. Cameron says that gates of this type have been installed at the stockyards at Slater, "and are giving perfect satisfaction." They have been recommended by a safety first committee on the Chicago & Alton Railroad.

### A New Wax Belt Dressing.

"The principle of waxing belts is the same as that of the cobbler who waxes his thread to make it stick, to make it waterproof, to increase its life and tensile strength." The preceding sentence relates to the virtues of Cantol wax, and is taken from a recent folder issued by the Cantol Wax Co., 319 Dakota St., San Antonio, Tex. Cantol wax is extracted from a plant and closely resembles beeswax. It is therefore admirably adapted for the preservation of either leather or fiber. It is claimed that the application of belt dressing made of Cantol wax

permits slack or easy belts and increases tractive power, besides adding new life to the leather by waterproofing and otherwise benefiting it. Belts are kept soft and pliable; they do not slip, stretch or shrink.

### Back at His Profession.

Lester Avery, architect, announces that he has reopened his business at Clearwater, Fla. He would like to have his name again placed upon mailing lists for business literature, etc.

### Offices Established.

The Sanitary Sewer Basin Co. of Illinois have opened offices at 549 W. Washington Boulevard, Chicago. They manufacture a patented all cast-iron sewer catch-basin and an adjustable noiseless and lock-cover patented manhole. Carl E. Gschwind, formerly in business at Youngstown, O., is one of the company. He has had many years experience in the iron industry.

### Detroit Branch Office.

The Merchant & Evans Co. of Philadelphia, manufacturers, smelters, importers and jobbers of brass and copper, tin andterne plates, metals, etc., announce that for the greater convenience of their customers and the trade in general they have opened a branch office in Detroit to serve that city and its vicinity. This office has become necessary owing to the growth of the company business in that locality, business which was formerly handled through the company's old-established offices and warehouses in Chicago and Cleveland. This new branch will be under the management of R. Frank Smith, who is well known to the trade and who for nearly 30 years has been with the company.

### Trade Literature.

#### Fuel Oil-Burning Equipment.

The advantages of burning oil instead of other fuel are adequately related in Bulletin 162 of the Rogers-Higgins Company, Inc., New Orleans, La. This book relates to fuel oil-burning equipment, and it says that burning oil saves labor, develops more horsepower, causes less repair work, less investment, and is much cleaner than if solid fuel is used. Moreover, it is stated that the use of oil as fuel assures more steam. A number of illustrations and diagrams display the apparatus manufactured and installed by this company for the successful use of fuel oil under steam boilers and in similar service. In the descriptions that accompany the pictures are many important and interesting facts pertinent to the subject, which everyone interested will find valuable.

#### New Products for Industrial Uses.

The Industrial Products Co., 1001 Chestnut St., Philadelphia, has issued leaflets concerning four new products, viz.: An industrial acid hood, an industrial acid suit, an electrical lineman's belt and a collapsible tool-bag for linemen. Each of these articles is appropriately illustrated and described for the information of customers.

#### Wire and Iron Fences.

The "Anchor Post" lawn fences, either of woven wire or chain link, and electrically welded iron fences of the same make, with appropriate railings and gates, are accurately and attractively illustrated and described in a new folder of the Anchor Post Iron Works, whose general offices are at 165 Broadway, New York, and factories at Garwood, N. J., and Cleveland, O. These fences are used for tennis courts, poultry yards, kennel enclosures, etc., as well as for lawns and farms.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**Superheated Steam.**

Bulletin T-5 of the Locomotive Superheater Co., New York and Chicago, covers "The Advantages of Superheated Steam." It is suitably illustrated and the context presents the engineering reasons for the advantages from a new point of view. The argument is clear and concise, and it should be of vital interest to all power plant owners and operators. A copy of the bulletin will be sent to anyone interested on application to the offices, 30 Church St., New York, or in Chicago, at the People's Gas Bldg.

**Value of Timber Preservation.**

An interesting folder issued by the Creosoted Materials Co., Inc., 301 Queen and Crescent Bldg., New Orleans, La., presents two pictures to show the advantages of creosoting for the preservation of timber. One picture shows a cross section of a pile used for temporary work in repairing a railroad bridge near New Orleans. This pile was cut and completely destroyed by ship worms in about six months. The other picture shows a cross-section of a creosoted pile, which was in the same bridge for 32 years. It does not show any traces of the ship worm. A new steel bridge was put on the old piling which had been treated.

**Information for Builders, Architects, Etc.**

The Structural Service Bureau has issued an announcement descriptive of the character of its work, which is one of usefulness to everyone interested in building construction, housing, architecture, engineering, town planning, etc. The headquarters of the Bureau are at 1701 Walnut St., Philadelphia, Pa. The first two publications issued by the Bureau relate, respectively, to natural slate for blackboards and natural slate for structural purposes. Both of these bulletins are finely and liberally illustrated, with appropriate reading matter accompanying the pictures. They are full and complete and give just the facts which interested people require. Attention is called to these publications as evidence of a conscientious effort to present accurate data regarding the nature, production and use of building material, etc.

## Financial News

**New Financial Corporations.**

Ala., Loxley.—Loxley State Bank, capital \$10,000, has begun business. J. W. Randall, Prest.; O. F. E. Winberg, V.-P.; Carl H. Schlisch, Cash.

Ala., Vina.—Vina Banking Co. is chartered; capital stock authorized \$25,000; paid in, \$15,000. J. M. Massey is Cash.

Fla., Jacksonville.—Florida Mortgage & Finance Co. of Jacksonville, capital stock \$10,000, is chartered. H. Jerome Carty, Prest.; W. A. Barnett, C. A. Dupont and E. H. Long, V.-Ps.; W. A. Davidson, Secy.-Treas.

Fla., Pensacola.—Gulf Guarantee Co., capital stock \$3000, will apply for charter to conduct a title guarantee business for personal property. Incorporators, D. R. King of Atlanta, Ga.; John M. Ogden of Knoxville, Tenn., and Wm. H. Smith, Jr., of Pensacola.

Ga., Bainbridge.—Citizens' Bank has changed name to Citizens' Bank & Trust Co. and increased capital stock from \$30,000 to \$100,000; surplus \$25,000. H. E. Ehrlich, Prest.; H. L. Gans and Max Kwilecki, V.-Ps.; E. P. Vickers, Cash.

Ga., Valdosta.—Bank of Valdosta organized to merge with the Southern Bank and Trust Co., and take over its business under the

name of Bank of Valdosta, capital \$200,000; beginning business April 20. Dr. E. P. Rose, Prest.; A. L. Davis, J. R. Dasher and D. C. Malloy, V.-Ps.; W. F. Staten, Cash.

Ky., Bowling Green.—Concerning report that the Bank of Woodburn, Ky., voted to consolidate with the Citizens' National Bank of Bowling Green, it is stated that the deposits have been transferred. Robert Rodes is Prest. and T. H. Beard, Cash. of the Citizens' Bank.

Ky., Stearns.—Stearns State Bank, capital \$15,000, is chartered. W. A. Kinne, Prest.; J. E. Butler, 1st V.-P.; H. C. Trent, 2d V.-P.; R. W. Henderson, Cash.

La., De Ridder.—De Ridder National Bank, capital \$100,000, has applied for charter; P. W. West, Prest.; C. H. Dodd, D. D. Blue and W. W. Bishop, V.-Ps.; F. M. Roberts, Chrmn. Board of Directors.

La., Hahnville.—Bank of St. Charles, capital \$15,000 paid in, surplus \$3000, is chartered, will begin business soon; C. E. Alexander of Rountte, Prest.; Leon C. Vial of Hahnville and H. I. Landry of New Orleans, V.-Ps.; Lavour Gassen of Hahnville, Cash.

La., White Castle.—Merchants and Planters' Bank, paid-in capital \$30,000, surplus \$6000, is reported organized and will apply for charter. J. Stone Ware, active Prest.; Luke B. Babin, V.-P. Cashier to be chosen.

Md., Easton.—Maryland Credit Finance Corporation, capital stock \$500,000, is organized. Among those reported interested are Wm. H. Kemp, John S. McDaniel, T. Hughlett Henry, Henry P. Turner and Barclay H. Trippe.

Miss., Newton.—Citizens' Bank, capital \$25,000, surplus \$5000, is inceptd.; will begin business May 1; H. L. Hollis, Pittsboro; J. O. Walton, W. W. Jackson, L. L. White and others, inceptrs.

Miss., Ruleville.—Planters' Bank & Trust Co., capital \$75,000, is incorporated by W. G. Barnes, A. W. Farmer and Stewart Dixon.

Miss., Zama.—Zama State Bank, capital \$10,000, is incorporated by Dr. J. E. Pope, G. J. Prewitt, I. M. Turner and others.

Mo., Kansas City.—Citizens' Savings Trust Co. and Central Exchange National Bank will merge as Central Exchange National Bank, capital \$200,000; surplus, \$50,000; occupying the building of the Citizens' Savings Trust Co. at 1019 Grand Ave. C. R. Burrell, Prest.; W. K. Bramwell, Otto W. Croy and H. C. Honan, V.-Ps.; E. L. Zoernig, Cash.

N. C., Mount Holly.—Central Bank & Trust Co., capital \$50,000 authorized, \$25,000 paid in, is chartered by N. B. Kendrick of Cherryville, S. Q. McGraw of Gastonia and R. G. Rhyne of Mount Holly.

N. C., Troy.—Troy Bank & Trust Co., authorized capital \$200,000, \$6000 paid in, is chartered by W. Z. Smitherman, J. W. Lemmons and G. S. Beaman of Troy.

N. C., Winston-Salem.—Citizens' Bank & Trust Co., a colored institution, it is reported, proposes to begin business about Jan. 1 next. Dr. J. W. Jones, Prest.; G. W. Hawkins, V.-P.; R. W. Brown, Secy.; J. A. Blume, Treas.

Okla., Achille.—Guaranty State Bank, capital \$15,000, surplus \$1500, chartered to begin business April 17. Green Thompson, Prest.; Dial Currin, V.-P.; both of Durant, Okla.; S. W. Metcalf, Cash., Achille.

Okla., Jennings.—First National Bank, capital \$25,000, has applied for charter; E. D. Crow and others.

Okla., Lawton.—Security National Bank, capital \$100,000, is chartered; W. W. Brunskill, Prest.; Scott L. Reeburg, Cash.

S. C., North.—First National Bank, capital \$50,000, has applied for charter; E. C. Johnson and others.

Tex., Barnhart.—First State Bank, capital stock \$25,000, is chartered; W. M. Noelke, Prest., and O. C. Carr, Cash.

Tex., Boerne.—Citizens' State Bank, capital stock \$25,000 paid in, has applied for charter. L. Fabra, Prest.; C. C. McFarland, V.-P.; B. Holekamp, Cash.

Tex., Dallas.—The Tenison Natl. Bank and City Natl. Bank have merged under the name of the City National Bank, with resources of more than \$40,000,000, capital, surplus and undivided profits being over \$4,000,000, the merger becoming effective Apr. 12. A trust department is added and the safe-deposit department is enlarged. E. O. Tenison is Chrmn. of the Board of Directors; R. H. Stewart, Prest.; J. Dabney Day, 1st V.-P.; E. W. Rose, Lang Wharton and George Waverly Briggs, V.-Ps.; and Stewart D. Beckley, Cash. There are three Asst. Cashrs.

Tex., Lohn.—A new State bank, with proposed capital of \$25,000, subscribed \$30,000, applied for charter. Temporary Directors: J. K. Shelton, L. O. Marshall, W. F. Roberts, Jr., P. O. Dutton and John Hester.

Tex., Magnolia.—First State Bank, capital stock \$20,000, is chartered; W. A. Dean, Prest., and Geo. O. Crump, Cash.

Tex., Rio Grande.—First Natl. Bank, capital stock paid in \$25,000, is chartered; will begin business in a few days. Lawrence R. Brooks, Prest.; C. Valle, V.-P.; Geo. B. Marsh, Cash.

Tex., San Angelo.—Guaranty State Bank, capital \$50,000, has applied for charter; J. A. Halley, Prest.; E. Morgan, Cash.

**New Securities.**

Ala., Gadsden.—(Paving, School, Sewer).—Concerning the offering of \$562,500 of bonds Apr. 5, it is stated: "Bids not satisfactory and all issues withdrawn indefinitely." These bonds are of \$500 denomination, the paving bonds bearing 6 per cent interest and maturing in 10 years, and the school and sewer bonds bearing 5 per cent, maturing in 30 years. Bonds voted Jan. 6 and dated Apr. 15. R. M. Wilbanks is City Clk.

Ala., Mobile.—(Paving).—Sold to the First National Bank of Mobile at par and interest, \$7500 of 5 per cent \$500 denomination 10-year city bonds, dated May 1, 1920, and offered April 12. H. Pillians is Mayor.

Ark., Devalls Bluff.—(School).—Sold to M. W. Elkins of Little Rock \$55,000 of Devalls Bluff School Dist. bonds. T. O. Sparks is Secy. School Board.

Ark., Helena.—(Road).—Sold to the Bankers' Trust Co. of Little Rock at par, \$1,000,000 of Helena-Marvell Road Dist., Phillips County, bonds offered Mch. 23. Address County Commrs.

Ark., Huntsville.—(Road).—Sold to James Gould of Pine Bluff, Ark., at 95.50, \$125,000 of Drakes Creek-Wesley Highway Improvement Dist., Madison County, bonds. Address County Commrs.

Ark., Huntsville.—(Road).—Sold to James Gould of Pine Bluff, it is reported, \$200,000 bonds of Madison-Carroll Highway Improvement Dist. Address County Commrs.

Ark., Lake Village.—(Road).—Bids will be received until 10 A. M. Apr. 14 for \$200,000 approximately of first lien serial bonds of Lake Route Road Improvement Dist. No. 2, Chicot County. Address G. E. Snell, Prest. Board of Commrs., Chicot Bank & Trust Co., Lake Village.

Ark., Little Rock.—(Bridge).—It is contemplated to issue bonds of Pulaski County. Address Justin Matthews, Secy.

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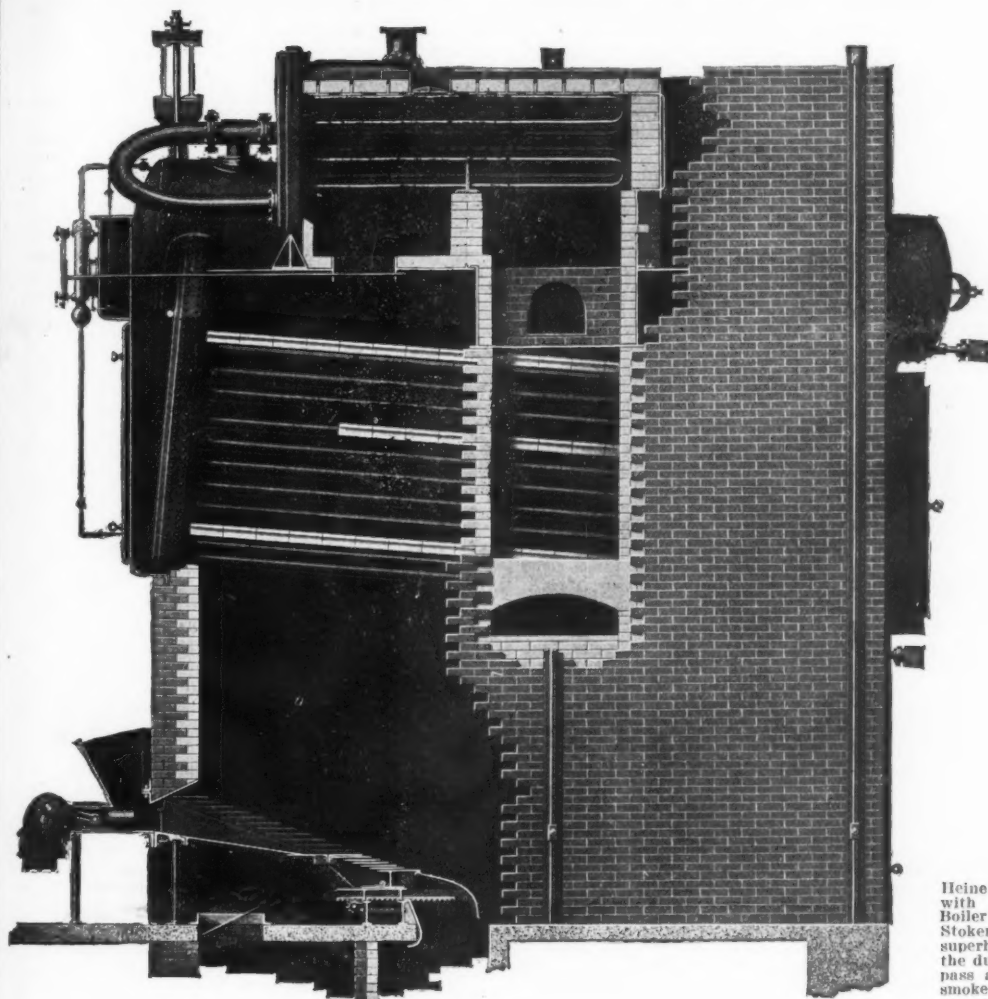
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Heine Superheater installed with a standard Heine Boiler and Riley Underfeed Stoker. The gases enter the superheater chamber through the duct in the side wall and pass above the tubes to the smoke outlet.

## Superheat for Economy—

Superheated steam increases the thermal efficiency of your plant by decreasing the steam consumption of prime movers and by lessening the condensation loss in steam pipes.

But to make these savings, the superheater must be located where it can be definitely controlled, and where variations in boiler load will not cause wide fluctuations in the temperature of the superheated steam.

The Heine superheater is located in a separate chamber mounted above and to the side of the main steam drum. The flow of gases through this chamber is controlled by a damper, which may be operated by a temperature regulator. Thus the superheat can automatically be held within 5 degrees of any desired temperature within the capacity of the apparatus.

*Full information regarding the Heine superheater is given in the treatise, Superheater Logic. May we send you a copy?*

**HEINE SAFETY BOILER CO.** 5327 Marcus Ave.  
ST. LOUIS, MO.

*All Heine Boilers conform to the A. S. M. E. Boiler Code.*



Ark., Osceola—(Road).—Sold to the Wm. R. Compton Co., St. Louis, \$700,000 of 6 per cent \$1000 denomination bonds of Mississippi County Road Improvement Dist. No. 1, dated Mch. 1.

Ark., Pine Bluff—(Road).—\$125,000 (part of \$600,000 issue) of 5½ per cent 1-30-year bonds of Road Dist. No. 14, Jefferson County, will be offered soon. Address County Comms.

Ark., Walnut Ridge—(Road).—Bids received until 1:30 P. M. Apr. 17 for not less than \$475,000 of 5½ per cent 30-year bonds of Western Lawrence County Road Improvement Dist. Address L. H. Kizer, Secy., care People's Bank, Imboden, Ark.

Ark., Wynne—(Road).—Sold to the National Bank of Commerce, St. Louis, at \$96.80, \$175,000 of 6 per cent \$1000 denomination 20-year Road Dist. No. 1, Cross County, bonds, dated May 15 and offered Apr. 8.

Fla., Bronson—(Road).—Bids received until noon April 15 for \$100,000 of 6 per cent Levy County Road Dist. No. 4 bonds, dated Feb. 1. L. W. Drummond is Clerk Circuit Court.

Fla., Daytona Beach—(Water-works, Paving).—\$10,000 water-works and \$6500 paving bonds have been voted by the city. Address The Mayor.

Fla., Lake Worth—(School).—An election has been called on \$40,000 of bonds. Address School Board.

Fla., Miami—(School).—Election May 10 on \$300,000 bonds of Special Tax School Dist. No. 2, Dade County. Address R. E. Hall, Supt. County Board Public Instruction.

Fla., Palm Beach—(Road).—Election reported for April 27 on \$50,000 bonds of Palm Beach County. Address County Comms.

Fla., Sarasota—(Electric Light).—Bids received until noon Apr. 19 for \$3500 of 6 per cent 30-year town bonds. Address F. O. Swain, City Clk.

Fla., Tampa—(School).—Election May 11 on \$60,000 of 6 per cent \$1000 denomination 1922-1940 bonds of Special Tax School Dist. No. 28, Hillsborough County, dated July 1, 1920. Address Philip Shore, Chrmn. Board Public Instruction.

Ga., Augusta—(School).—A bill will be introduced in the Legislature to authorize a bond issue of \$500,000 by Richmond County. Address County Board of Education.

Ga., Barwick—(Waterworks).—Voted April 14 \$11,000 of 5 per cent 20-year \$100, \$500 and \$1000 denomination city bonds. Address J. L. Brown, Mayor.

Ga., Brunswick—(Hospital).—Contemplated to hold an election on \$50,000 of city bonds. Address The Mayor.

La., Columbia—(Water-works, Electric Light).—\$30,000 of \$1000 denomination city bonds were voted Mch. 16. Address D. L. Hundley, Mayor.

Ga., Dublin—(Hospital).—Election June 3 on \$60,000 of Laurens County bonds. Address County Comms.

Ga., Dublin—(Hospital).—Election June 3 on \$30,000 of city bonds. Address The Mayor.

Ga., Milledgeville—(Water-works).—Bids will be received, it is reported, until noon May 11 for \$91,500 of 5 per cent 18-year-average bonds. Address City Clerk.

Ga., Swainsboro—(Water-works, Sewer).—Voted Apr. 5, \$75,000 of 6 per cent \$1000 denomination 30-year city bonds, dated May 1, as follows: \$50,000 water-works and \$25,000 sewer; will be offered for sale as soon as validated. Milo M. Curl is Clk.

Ky., Eddyville—(Road).—Contemplated to hold an election soon on \$100,000 of Lyon County bonds. Address County Comms.

Ky., Paris—(School).—Sold to the Provident

Savings Bank & Trust Co., Cincinnati, at \$35,000, \$35,000 of school bonds. Address School Board.

La., Clinton—(School).—Bids will be received until 10 A. M. May 12 for \$30,000 of 5 per cent \$1000 denomination 10-year serial bonds of School Dist. No. 6, East Feliciana Parish, dated Jan. 7. Address D. G. Lunsford, Parish Supt. For particulars see Proposals Department.

La., Crowley—(Road).—Bids will be received until Apr. 23 for \$55,000 of 5 per cent \$500 denomination 30-year bonds of Road Dist. No. 1, Acadia Parish, voted Jan. 20. Address Percy T. Ogden, Crowley, La.

La., Shreveport—(Water-works).—Sold to Caldwell & Co. of Nashville, Tenn., \$400,000 of 5 per cent \$1000 denomination city bonds offered Feb. 24. Geo. O. Lilley is Commr. of Accounts and Finance.

La., Opelousas—(Road).—Sold to W. L. Slayton & Co. of Toledo, Ohio, \$115,000 bonds of St. Landry Parish, as follows: \$75,000 12th Dist., Second Ward, and \$40,000, 10th Dist., Fourth Ward. F. Octave Pavy is Prest. Police Jury.

Miss., Biloxi—(Road and Street).—Bids will be received until 9 A. M. Apr. 30 for \$350,000 of 5½ per cent bonds voted Feb. 24. Address John J. Kennedy, Mayor. M. L. Michel is Clerk.

Miss., Clarksdale—(Improvement).—Sold to the Planters' Bank, Delta Bank & Trust Co., Commercial Bank and Bank of Clarksdale, jointly, at par and accrued interest, \$500,000 of not over 6 per cent 1-20-year serial bonds voted Apr. 2 and offered Apr. 13. R. E. Stratton, Jr., is City Clk.

Miss., Greenville—(Paving).—Bids will be received until 3 P. M. May 3 for \$100,000 of 5½ per cent 1-20-year serial city bonds; Guy Drew is City Clerk.

Miss., Gulfport—(School, Pier, Fire Equipment).—An election is contemplated on \$60,000 school, \$15,000 pier and \$15,000 fire-equipment bonds. Address The Mayor.

Miss., Hazlehurst—(School).—Sold to A. Q. May of Jackson at \$50 premium, \$25,000 of 6 per cent bonds of Copiah County. Address County Board of Education.

Miss., Macon—(Road).—Bids will be received until 2 P. M. May 3 for \$50,000 of 6 per cent \$500 denomination bonds of the Fourth Supervisors' Dist. of Noxubee County. Address Jno. A. Tyson, Clk. Board of Supvrs.

Miss., Magnolia—(School).—Contemplated to issue \$35,000 of Pike County bonds. Address County Supvrs.

Miss., Port Gibson—(Road).—Election May 1 on \$50,000 of Road Dist. No. 3 Claiborne County bonds. Address County Comms.

Miss., Quitman—(School).—Sold to J. K. Kirkland of Quitman, \$35,000 of city bonds. Address School Board.

Miss., Silver City—(Drainage).—Bids will be received until Apr. 19 for \$300,000 of 5 per cent 20-year serial bonds of Straight Bayou Drainage Dist., in Humphreys and Sharkey Counties. Address W. H. Carroll, Secy., Drainage Comms.

Miss., Senatobia—(School).—Election Apr. 30 on \$12,000 bonds of Independence Consolidated School Dist., Tate County. M. H. Thompson is Clk. County Supvrs.

Miss., West Point—(Road).—Bids will be received until 2 P. M. May 6 for \$10,000 of 6 per cent Supervisors Dist. No. 4, Clay County, bonds. Address L. J. Howard, Clerk Chancery Court. For particulars see Proposals Department.

Mo., Bollivar—(Road).—The \$716,500 of Polk County bonds, which failed to carry at the election Mch. 20, will be resubmitted to a vote in September. Address County Comms.

Mo., Clinton—(Road).—At the election Mch.

16, \$300,000 of Tebo Township, Henry County, bonds failed to carry. Address County Comms.

Mo., Kahoka—(Funding).—Sold to Francis Bras of St. Louis \$103,944.04 of 5 per cent \$500 and \$1000 denomination 5-20-year Clark County bonds, voted June 9, 1917, dated June 15, 1917, and offered April 14, 1920. T. J. Daggis is County Treas.

Mo., Sedalia—(Road).—\$100,000 (part of \$500,000 issue) of not over 5 per cent 20-year bonds of Pettis County voted June 3, 1919, and issued in multiples of \$100 have been sold to a St. Louis firm at par. Address David Roberts, County Clk.

Mo., Webster Groves—(School).—Bids will be received until 8 P. M. April 22 for \$33,000 (part of \$183,000 issue) of 5 per cent \$1000 denomination bonds, dated April 1, 1920, and voted March 6; G. A. Shepardson is Secy. School Board.

N. C., Charlotte—(School).—An election is contemplated on \$30,000 of Mecklenburg County bonds. Address County Board of Education.

N. C., Coats—(School).—Sold to J. C. Mayer & Co., Cincinnati, at 97, \$10,000 of 6 per cent 20-year \$1000 denomination Coats School Dist. Harnett County, bonds dated May 1, voted Feb. 17 and offered Apr. 9. L. L. Levinson is Atty. for School Dist.

N. C., Greensboro—(Street).—Sold to the Atlantic Bank & Trust Co. of Greensboro at par and interest, \$200,000 of 6 per cent \$1000 denomination 1922-1931, inclusive, bonds, dated May 1, 1920, and offered April 15. O. M. Hunt is City Clerk.

N. C., Kinston—(Electric Light Plant).—A bond issue of not exceeding \$300,000 has been authorized by the City Council. Address W. B. Coleman, City Clk.

N. C., Louisburg—(Water and Sewer).—Bids will be received until 8 P. M. Apr. 26 for \$78,500 of 6 per cent 18½-year average bonds. Address A. W. Alston, Town Clk. Comms.

N. C., Lumberton—(Road and Bridge).—\$755,000 of 5½ per cent Robeson County bonds are being offered by R. M. Grant & Co., New York.

N. C., Nashville—(Road).—Bids will be received until noon Apr. 24 for \$20,000 of 5½ per cent 30-year bonds of Bailey Township Road Dist., Nash County, dated Apr. 1, 1920. Address G. R. Finch, Chrmn. Board of Road

N. C., Rutherfordton—(School).—Bids will be received until 2 P. M. Apr. 24 for \$9000 of 6 per cent \$1000 denomination 20-year bonds of Rutherfordton County, Spindale School Dist. No. 1-6, dated Mch. 1, 1920. Address W. R. Hill, County Supt. of Public Instruction, Box No. 25, Rutherfordton.

N. C., Shelby—(Road).—Bids will be received until 2 P. M. May 2 for \$50,000 of not to exceed 6 per cent serial Cleveland County No. 3 township bonds dated July 1, 1918. Address R. Lee Weathers, Clerk Board of Comms.

N. C., Wilson—(School).—All bids were finally rejected Apr. 12 for the \$115,000 of 5½ or 6 per cent 5-30-year bonds of Wilson Graded School Dist. of Wilson County, offered Apr. 6, because it was discovered that the issue would not provide enough money for the necessary buildings. Permission for an increased bond issue will be requested. Bids received as follows: Prudden & Co. of Toledo, O.; R. M. Grant & Co. of Chicago, Ill., and J. C. Mayer & Co. of Cincinnati, O., each bid separately par and accrued interest for 6 per cent bonds; Graves, Blanchet & Thornburgh of Toledo, par and accrued interest and blank bonds; Hanchett Bond Co., Chicago, par, accrued interest and expenses of issue; Sidney

(Continued on Page 154)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Standard Mill Construction. Where timber is in contact with walls, foundation and plates, and wood touches wood in first floor framing, two coats of Carbosota Creosote Oil should be applied to the bearing surfaces. (Courtesy of Nat'l Lumber Manufs. Assn.)



## Little wastes multiplied mean big losses—

THE cost of treating the ends (points of contact and bearing surfaces) of girders, beams and columns of "mill construction" buildings is insignificant in comparison with the total investment, but—

The development of decay at one point of but one column or girder in the entire structure, causing its weakening and necessitating replacement, may entail a very considerable expense. This loss can be avoided.

Application of Creosote Oil (Carbosota Creosote Oil) to points of contact is an imperative precautionary measure required

by the specifications for "mill construction" approved and recently adopted by the National Board of Fire Underwriters—to wit:

*"Ends of girders, beams and columns, when resting on metal plates or masonry, shall have the bearing surfaces protected by a piece of creosote-saturated felt or paper, or two brush coats of hot creosote."*

Carbosota Creosote Oil is the *standard* wood preservative for non-pressure processes. It is a pure coal-tar creosote, highly refined and specially processed to make it physically fit for the purpose, and conforms to recognized standard specifications.

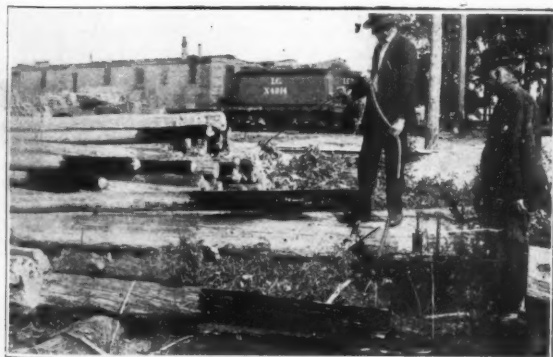
(Green wood cannot be effectively creosoted by non-pressure processes. It should be air-dry. In regions of moist, warm climate, wood of some species may start to decay before it can be air-dried. Exception should be made in such cases and treatment modified accordingly.)

*Technical service, specifications, etc., may be obtained gratis by addressing nearest office.*

## The Barrett Company

New York	Chicago	Philadelphia	Boston	St. Louis	Buffalo
Cleveland	Cincinnati	Pittsburgh	Detroit	New Orleans	Baltimore
Birmingham	Kansas City	Minneapolis	Dallas	Nashville	Salt Lake City
Seattle	Peoria	Atlanta	Duluth	Milwaukee	Bangor
Johnstown	Lebanon	Youngstown	Toledo	Columbus	Washington
	Lafayette	Bethlehem		Elizabeth	Richmond

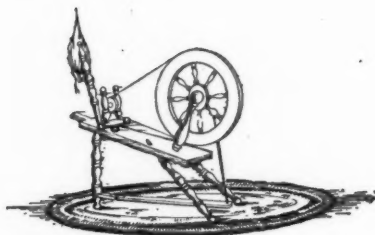
THE BARRETT COMPANY, LIMITED: Montreal Toronto Winnipeg  
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We seldom have occasion to cancel a contract because of inability to fill it. This is due largely to the fact that we are rarely subject to or affected by unfavorable conditions that may suddenly develop in any one locality or business.

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# DEPENDABILITY

---

The Atlas Portland Cement Company of Pennsylvania has acquired the property of the Standard Portland Cement Company, located at Leeds, Alabama.

Mr. J. Ross Hanahan, former President of the Standard Company, will remain as a Director of the Standard Company.

## THE ATLAS PORTLAND CEMENT COMPANY

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Upon request we will promptly send you one or all of four books: "Reinforced Concrete in Factory Construction," "Industrial Plant Roadways," "Industrial Houses of Concrete and Stucco," "Oil Storage Tanks of Concrete."



# ATLAS CEMENT

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**Millions of Dollars worth of**  
*Remember the date at Dayton*

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**At which Sale the following items will be offered—**

## WOOD AND METAL-WORKING MACHINERY

Hendey Tool-Room Lathes with yoke on heads, Power Presses, Hand Screw Machines, Bench Drills, Baling Machines, Swing Saws, Band Saws, Multiple-Spindle Drills, Planers, Wood-Turning Lathes, Propeller Lathes.

## METALS AND METAL PRODUCTS

10,000,000 lbs. Steel—Round, Hex., Sheet and Strip.  
75,000 lbs. Brass and Copper—Rods, Sheets, Tubing and Wire.  
100,000 lbs. Aluminum—Sheets and Tubes.  
60,000 gross Brass Wood Screws.  
15,000 gross Steel Wood Screws.  
3,000 lbs. Brass Nails; 10,000 lbs. Tacks; 30,000 lbs. Nails; 5,000 lbs. Iron Rivets; 4,000 lbs. Copper Rivets; 1,000 lbs. Aluminum Rivets and 500 lbs. Brass Rivets.  
25,000 ft. Wire Strap; 354,000 ft. Hard and Flexible Cable; 10,000 Turnbuckles; 115,000 Bolts.  
30 tons Brass Scrap; 30 tons Copper Scrap; 500 tons Iron and Steel Scrap.

## ELECTRICAL PRODUCTS

150 Motors,  $\frac{1}{2}$  to 100 H. P., all 3-phase, 60-cycle.  
335,000 Rolls Insulated Friction Tape.  
10,000 Electric Bulbs, and a great quantity of other electrical goods.

## CHEMICAL PRODUCTS

1800 cans of Lye; 250 gallons Alcohol.  
150 bbls. and 200 5-gal. cans Varnish, Enamel, Paints and Turpentine, and a great quantity of Chemicals.

## SURVEYORS' INSTRUMENTS

75 Transits, 75 Levels, 150 Tripods.

## MISCELLANEOUS SUPPLIES

50 tons of Rubber; 25 tons Paper; 30 tons Corrugated Paper; 50 bbls. Roofing Tar; 500 rolls Tar Paper; 50 Computing and Platform Scales; 35 Singer Power Sewing Machines, 1 and 2 needles; 500 doz. Cotton Gloves; 100 doz. Rubber Gloves; 2 Dental Chairs; Photographic Material; 10,000 pairs Leather Gloves; Commissary Equipment; 150,000 yds. Mercerized Cotton Cloth; 2000 lbs. Linen Thread; Blowers, Acetylene, Generators, Electric Grinders, Brakes, Bowser Portable Gasoline Tanks, Anvils, Waste and Ash Cans, Wood Flooring and Partitions.

The material offered in this sale will be ready for inspection, with descriptive catalogue, April 24 to date of sale.

Catalogue sent on request.

Watch subsequent issues for details of succeeding auction sales at which other and similar material in large quantities will be offered.

## FOR DETAILED INFORMATION REGARDING SALE

Apply:- **W. B. STRUNK, Dist. Mgr.**

**L. C. WORTHINGTON, Sales Mgr.**

**DAYTON DISTRICT AIR SERVICE WAREHOUSE**

**FIRST AND CORDOVA STS.**

**DAYTON, OHIO**



# Air Service Surplus Property

## New Commodities & Materials Sales You Should Investigate

As a matter of economy we would suggest that you get in touch with our nearest office *immediately*.

The service rendered by our District Offices may disclose an economical source of the material you need to keep the wheels of your factory turning.

### SECOND SALE NEW YORK DISTRICT

Sale starting May 10. For details of this sale apply Capt. Robt. Coper, Dist. Mgr. Mr. F. W. Weeks, Sales Mgr., 461 Elghth Avenue, New York City.

### THIRD SALE CHICAGO, ILL.

Sale starting May 17. For details of this sale apply Capt. E. E. McCammons, Dist. Mgr. Mr. C. A. Pfau, Sales Mgr., 1819 West 39th St., Chicago, Ill.

### FOURTH SALE BUFFALO, N. Y.

Sale starting May 24. For details of this sale apply Maj. J. P. Simons, Dist. Mgr. Capt. Harmon, Sales Mgr., 2050 North Elmwood Ave., Buffalo, N. Y.

### FIFTH SALE DETROIT, MICH.

Sale starting June 7. For details of this sale apply Lieut. H. P. Adams, Acting Dist. Mgr. Mr. George P. Gallagher, Sales Mgr. Aviation General Supply Depot, Springwells, Detroit.

### Send to nearest DISTRICT OFFICE for details of any sale

Separate catalogues of each Auction will be available 10 days prior to date of sale. Each catalogue will contain Conditions of Sale. Quantities and detailed descriptions of all material and equipment offered.

Send in your name to be placed on our mailing list for copies of catalogues.

Any one of the Offices listed in this advertisement can give you information about any sale to be held.

PROMPT SERVICE ASSURED.

#### MACHINE TOOLS

Lathes, Drill Presses, Grinders, Planers, Furnaces, Millers, Spot-Welders and Woodworking Machinery.

#### SHOP EQUIPMENT

Shafting, Belting, Pulleys, Bearings, Drop Hangers, Couplings.

#### ELECTRICAL EQUIPMENT

Motors, Generators, Motor-Generator Sets, Transformers, Wire, Cable, Conduit and Lighting Fixtures.

#### CHEMICALS—PAINTS—OILS

Varnishes, Shellacs, Dry Paints, Mixed Paints, Turpentine, Oils, Castor Oil, Dryers, Lacquers.

#### METALS

Steel, Brass, Copper, Aluminum, Scrap.

#### FABRICS

Cotton, Linen, Leather, Fabricoid, Felt, Cord, Thread, Tapes.

#### MOTOR ACCESSORIES

Airplane and Engine Parts and Obsolete Planes and Engines.

#### HARDWARE

Screws, Bolts, Nuts, Spikes, Nails.

#### MISCELLANEOUS

Contractors' Equipment, Containers, Drums, Building Materials, Fire Protection Equipment, Kitchen and Camp Equipment, Hoists, Plumbing Supplies and Fixtures, Leather and Rubber Goods, Hemp and Jute Products, Clothing, Shoes, and other miscellaneous material.

FULL PARTICULARS OF ANY DISTRICT AUCTION MAY BE OBTAINED FROM—

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NEW YORK CITY

Spitzer & Co., Toledo, par, accrued interest, blank bonds and \$100 premium. Chas. L. Coon is Supt. of Schools.

N. C., Youngsville—(Electric Light).—Bids will be received until 8 P. M. May 10 for \$20,000 of 6 per cent 1921-1940 bonds, dated June 1, 1920. Address J. R. Pearce, Mayor. J. W. Woodlief is City Clk.

Okla., Altus—(Road).—Election May 22 on \$750,000 of Jackson County bonds. Address County Commrs.

Okla., Claremore—(Light and Water).—\$75,000 of bonds reported voted Mch. 25. Address The Mayor.

Okla., Durant — (Water-works, Sewer).—\$25,000 water-works and \$10,000 sewer bonds have been approved by the Atty.-Genl. Address The Mayor.

Okla., El Reno — (Water-works). — Special

dispatch to the Manufacturers Record says that \$400,000 of water-works improvement bonds, dated Apr. 15, 1920, bearing 6 per cent interest, maturing in installments of \$100,000 each in 10, 15, 20 and 25 years, respectively, have been sold to the Commercial Bank of El Reno at par and accrued interest to date of delivery and premium of \$4255. John E. Gallagher is Commr. of Finance.

Okla., Idabel—(Road).—Contemplated to vote on \$300,000 of McCurtain County bonds. Address County Commrs.

Okla., McAlester — (Road, Courthouse).—Election May 25 on \$1,000,000 road and \$300,000 courthouse bonds of Pittsburg County. Address County Commrs.

Okla., Pauls Valley—(Road).—Election is contemplated on \$675,000 of Garvin County bonds. Address County Commrs.

Okla., Ponca City—(Water-works, Light, Fire Department).—Sold to an Oklahoma City firm the following bonds of 6 per cent \$1000 denomination, dated Sept. 1, 1919: \$100,000 water-works, \$25,000 electric light and \$25,000 fire department. C. B. Harrold is City Clerk.

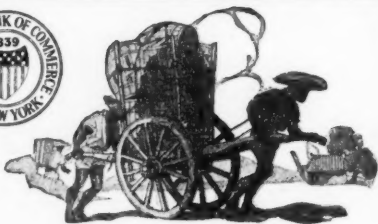
S. C., Alken—(School).—Bids received until noon Apr. 21 for \$40,000 of 6 per cent 20-year bonds of School Dist. No. 29, Alken County. Address H. R. Chapman, County Supt. of Education.

S. C., Florence — (Bridge). — \$400,000 of Florence County bonds have been authorized by the Legislature. Address County Commrs.

S. C., Fort Mill—(Street).—Election April 18 on \$30,000 of bonds. Address The Mayor.

S. C., Fort Mill—(School).—\$30,000 of School

(Continued on Page 156)



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The National Bank of Commerce in New York maintains close relations with these great international commercial banks. Through them, it offers to its friends the combined banking knowledge of the world.

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## THE USE OF CREDIT

We supply additional capital to concerns with established earnings where such loans form the basis for a bond, note or stock issue.

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Surplus  
\$4,000,000



Total  
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ject with us AT THIS  
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206 Falls Building  
MEMPHIS, TENN.



Dist. bonds were voted April 14. Address Board of Education.

S. C., Greenville—(School).—Election Apr. 28 on \$250,000 of not over 5 per cent, \$1000 denomination, 20-year bonds of School Dist. No. 17, dated about July 1, 1920. Address Geo. W. Sirrine, Secy. School Board.

S. C., Johnston—(Water-works, Sewer).—Election May 11 on the following 6 per cent 40-year bonds: \$65,000 water-works and \$35,000 sewer. E. R. Mobley is Mayor and J. A. Suber, Town Clk.

Tenn., Columbia—(Road).—County Court reconsidered bids for \$75,000 of 5½ per cent \$1000 denomination Maury County bonds offered March 27, and accepted the bid of J. C. Mayer & Co. of Cincinnati of par less \$2197 for costs and attorney's fees.

Tenn., Covington—(Road).—Bids will be received until 2 P. M. April 26 for \$155,000 of 5½ per cent, \$500 denomination 30-year Tipton County bonds, voted July 7, 1919, and dated July, 1919. Address John Y. Peete, Judge County Court.

Tenn., Loudon—(Road).—\$235,000 of Loudon County bonds have been authorized by the County Court. Address County Commrs.

Tenn., Memphis—(School).—\$250,000 of bonds have been authorized by the Legislature. Address Board of Education.

Tenn., Nashville—(Memorial).—No bids were received for the \$400,000 of 4½ per cent memorial bonds offered Apr. 6. Address J. W. Dashiell, Secy. Board of Commrs.

Tenn., Union City—(Road).—\$150,000 of 5 per cent \$1000 denomination 20-year bonds of Obion County have been authorized; J. B. Waddill is County Judge and R. H. Bond, County Clerk.

Tenn., Woodbury—(Road).—Sold to R. M. Grant & Co. of Chicago at 101.25 and interest, \$60,000 of 6 per cent 10-year Cannon County bonds dated Jan. 1, 1920, and offered Apr. 1. Geo. Bragg is Chrmn. County Court.

Tex., Abilene—(School, Street, Sewer).—\$550,000 of municipal bonds were voted Apr. 10. Address The Mayor.

Tex., Anahuac—(Road).—\$75,000 of 5½ per cent 30-year serial Chambers County bonds were voted Mch. 27, but have not been issued yet. Address Joe F. Willson, County Judge.

Tex., Anahuac—(Road).—Bids will be received until Apr. 26 for \$110,000 of 5½ per cent 30-year \$250 and \$1000 denomination bonds of Chambers County, voted July 5, 1919, and dated Aug. 15, 1919. Joe F. Willson is County Judge.

Tex., Breckenridge—(Road).—\$700,000 of 5½ per cent 30-year serial bonds of Stephens County, for which bids were invited until Mch. 16, are being offered at par and interest to investors by the Mortgage Trust Co., St. Louis.

Tex., Comanche—(Road).—\$1,000,000 Comanche County bonds voted for Mch. 30 failed to carry.

Tex., Crockett—(School).—\$150,000 of Love-lady School Dist., Houston County, bonds are reported voted. Address County School Board.

Tex., Denison—(Electric-light System, School, Paving).—Voted Apr. 6, \$244,000 of city bonds. Address The Mayor.

Tex., Falfurrias—(Road).—Election May 1 on \$100,000 of Brooks County bonds, maturing in not over 30 years and at not over 5½ per cent. Address County Commrs.

Tex., Fort Worth—(School).—Concerning report of an election proposed for Apr. 2 on \$35,000 of South Fort Worth bonds, T. F. Bingham, Board of Education, writes: "We haven't sold any bonds lately, have none for sale now and will not have any for a year or so."

Tex., Gainesville—(Roads).—\$225,000 of 5 per

cent \$1000 denomination 30-year serial bonds of Cooke County, voted Sept. 27, 1919, dated Apr. 10, 1920, and offered Apr. 12, were not sold. Address H. S. Holman, County Judge.

Tex., Gainesville—(Paving, Refunding).—Reported sold to J. E. Blain, Dallas, Tex., \$90,000 of city warrants. Address The Mayor.

Tex., Houston—(Navigation).—Sold recently to the First National Bank, South Texas Commercial National Bank, National Bank of Commerce, Lumbermen's National Bank and Houston National Exchange Bank, jointly, \$1,500,000 of Harris County Navigation district bonds.

Tex., Lewisville—(School).—\$40,000 of bonds were voted Apr. 10. Address School Board.

Tex., Port Arthur—(School).—Bids will be received until 7.30 P. M. May 11 for \$50,000 of 5 per cent 30-39-year serial school bonds. Address L. D. Heckman, Secy. School Board.

Tex., Rockport—(Road).—No bids were received for the \$100,000 of 5½ per cent 1-30-year serial \$1000 denomination Aransas County bonds, dated Apr. 10, voted Feb. 10 and offered Apr. 10. Address John C. Herring, County Clk.

Tex., Smithville—(Warrants).—Sold to J. L. Arlitt of Austin, Tex., \$6500 of \$100 denomination 1922-1934 bonds. Address The Mayor.

Tex., Waco—(Road).—Election May 4 on \$555,000 of Mart Dist., McLennan County, bonds. Address County Commrs.

Va., Big Stone Gap—(Road).—Election Apr. 24 on bonds of Richmond Magisterial Dist., Wise County. Address County Supprs.

Va., Houston—(Road).—Plans and estimates are being prepared for about 135 miles of road construction in Halifax County with a view to hold an election on bonds. A. L. Micou is County Engr.

Va., Norfolk—(Water-works).—Sold to the National City Co., New York, at 98.179, \$1,500,000 (part of \$6,000,000 issue) of 5 per cent \$1000 denomination 1920-1923 bonds dated Apr. 1, voted Feb. 24 and offered Apr. 2. Chas. E. Ashburner is City Mgr.

Va., Pearisburg—(Road).—Voted Apr. 6 \$300,000 of Giles County bonds. Address County Commrs.

Va., Smithfield—(School).—Bids will be received until May 14 for \$501,000 of 5 per cent, 20-year, \$1000 denomination bonds voted Dec. 9, 1919, and dated July 15, 1920. Address J. M. Chapman.

Va., Wytheville—(Refunding).—Bids will be received until May 20 for \$30,000 of 6 per cent \$500 denomination bonds, to be dated July 1 and voted Apr. 13. Mature serially \$5000 every 5 years, beginning in 1925. Address D. A. Rich, Clk. of the Council.

W. Va., Charleston—(School).—Election Apr. 27 on \$480,000 of 5 per cent \$5000 denomination bonds of Charleston Independent School Dist. of Kanawha County; J. E. Robins, Prest.; W. O. Daum, Secy. Board of Education.

W. Va., Chapmanville—(School).—Voted April 24 on \$45,000 of 5½ per cent \$1000 denomination 10-20-year bonds of Chapmanville Magisterial Dist., dated July 1, 1920. Address Chas. Avis, Logan, W. Va.

W. Va., Elkins—(School).—Bids will be received until 10 A. M. Apr. 24 for \$30,000 of 5 per cent \$1000 denomination 5-20-year optional bonds of Huttonville School Dist., Randolph County, dated Apr. 1, 1920. Address O. R. Kyle, Secy. Board of Education.

W. Va., Fayetteville—(Road).—The following Fayette County bonds are reported sold to the State of West Virginia: \$379,000 Kanawha Road Dist., \$125,000 Mt. Cove Road Dist., and \$194,000 Quinimont Road Dist.

W. Va., Lewisburg—(Road).—Election Apr. 17 on \$99,000 of not to exceed 5 per cent \$1000

denomination 1921-1941 bonds of Williamsburg Magisterial Dist., Greenbrier County, dated July 1, 1920. Address Thos. W. Shields, Prest. County Court.

W. Va., New Martinsville—(School).—\$139,000 bonds of Magnolia Dist., Wetzel County, were defeated at the election Apr. 13. Bruce Hall is Prest. Board of Education.

W. Va., Shepherdstown—(Hall).—Bids will be received until May 1 for \$3500 of 5 per cent \$100 denomination 20-year bonds, dated May 1, 1920, voted Mch. 12. Address R. G. Miller, Shepherdstown.

W. Va., Welch—(Road).—Contemplated to issue \$300,000 of McDowell County bonds. Address County Commrs.

## Financial Notes.

Union Savings Bank of Bennettsville, S. C., proposes to increase capital from \$25,000 to \$100,000.

Farmers' Bank of Parlers, S. C., has increased capital stock from \$15,000 to \$25,000.

Greensburg Deposit Bank, Greensburg, Ky., has increased capital from \$15,000 to \$50,000.

Farmers' State Bank of Huntingdon, Tenn., increased capital from \$10,000 to \$30,000.

Farmers' State Bank of Helena, Okla., increased capital from \$10,000 to \$25,000.

First State Bank of Big Wells, Tex., increased capital from \$10,000 to \$15,000.

Bank of Eufaula, Ala., has increased capital stock from \$100,000 to \$250,000.

Newton County State Bank, Newton, Tex., increased capital from \$25,000 to \$35,000.

First National Bank of New Wilson, Okla., has increased capital from \$25,000 to \$50,000.

Central National Bank of Albany, Ala., has increased capital from \$100,000 to \$200,000.

Fulton National Bank of Atlanta, Ga., has increased capital from \$500,000 to \$750,000.

First National Bank of Milledgeville, Ga., has increased capital from \$50,000 to \$75,000.

Exchange Bank of Savannah, Ga., will increase capital from \$125,000 to \$250,000.

Bank of Belmont, N. C., will increase capital stock from \$10,000 to \$50,000.

Southwest Boulevard State Bank of Kansas City, Mo., will increase capital stock from \$100,000 to \$200,000.

The fourth annual convention of the Country Bankers' Association of Georgia is to be held this year at Macon on May 18, 19 and 20.

Farmers and Merchants' National Bank of Headland, Ala., has increased capital from \$50,000 to \$60,000.

West Virginia Bankers' Association proposes to hold the annual convention this year on September 15 and 16, at Charleston.

Central National Bank, Tulsa, Okla., has increased capital stock from \$500,000 to \$1,000,000.

Union Savings Bank of Bennettsville, S. C., will increase capital stock from \$25,000 to \$100,000.

Tarrant County, Texas, of which Fort Worth is the county-seat, has bought in at 98 for the sinking fund \$100,000 of its 1912 bonds (part of a \$1,600,000 road issue) from C. W. McNear & Co. of Chicago. They would have matured in two years.

A comparative statement of the condition of State banks in Louisiana as of Mch. 17, 1920, comparisons being made with the statement of Mch. 14, 1919, shows total resources of \$364,224,279.65, an increase during the year of \$111,647,437.96. Individual deposits (not including savings deposits) are now \$173,927,687.37, increase of \$54,578,355.02; savings deposits, \$58,599,211.01; increase \$17,867,276.64.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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